C-5800-30

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 51 No. 20

INTELLIGENCE

SEN. WENDELL FORD'S (D-Ky.) chances of winning the Senate Majority Whip position in the 102nd Congress improved last week when Sen. Alan Cranston (D-Calif.), who held the post in the Congress just ended, announced he will not compete for the job. Ford staff members say they are unaware of any other senators seeking the post and added that Ford will continue to chair the aviation subcommittee regardless of whether he becomes Whip.

TRANSPORTATION SECRETARY SAMUEL SKINNER has met with FAA to begin the rulemaking process for both a national noise policy and passenger facility charges. Deadline for the implementation of the noise policy is July 1, 1991. Skinner stressed that DOT officials will be cautious, but flexible when structuring the scope of the passenger facility charge. He said, however, that the Department is "not going to allow Taj Mahals to be built." *(See related story on Page 190).*

SKINNER called the reauthorization package, which included provisions for passenger facility charges and a national noise policy, a result of "a lot of give and take...It was quite an experience. If I was allowed to write books, it would probably make an interesting story." He said it was not an experience he hoped to encounter again. However, he added when the negotiations were finished, "there was very little controversy" with the reauthorization package.

THE REAUTHORIZATION LEGISLATION includes a policy statement that prohibits airports from discriminating between classes of aircraft. Provision would protect small aircraft from practices such as the landing fee schedule that the Massachusetts Port Authority implemented briefly at Boston Logan Airport *(BA, Aug. 21, 1989/57).*

MASSACHUSETTS PORT AUTHORITY survived election day last week after voters defeated a proposition that would have rolled back state income taxes and fees to the 1988 levels. Proposition 3 would have essentially eliminated some state agencies including Massport. Massport was reconsidering its options for assessing landing fees at Boston Logan Airport, but Thomas Champion, assistant to the executive director, said all plans were on hold until the authority knew the outcome of the election *(BA, Oct. 1/118).*

DELIVERIES OF FALCON 900B WITH UPRATED ENGINES PLANNED NEXT FALL

Falcon Jet Corp. officials are launching a marketing program for a new version of the Falcon 900 that will feature uprated thrust Garrett turbofan engines to improve time-to-climb and cruise performance. The 900B, which Falcon Jet officials plan to begin delivering in the fall of 1991, will be priced at $21.85 million, a $1 million increase over the current 900. The 900B will be powered by three Garrett TFE731-5B turbofans, each rated at 4,750 pounds of thrust at sea level. That compares with the 4,500-pound thrust TFE731-5A engines on the original 900. The 5.6 percent increase in takeoff thrust will permit the 900B to climb directly to 39,000 feet four minutes faster than the current 900, FJC officials said, and will provide enough thrust at altitude to boost cruise speeds by up to .04 Mach. Maximum range of the 900B, with full fuel, eight passengers and NBAA IFR reserves, is listed at 3,870 nautical miles at a cruise speed of Mach .80, increasing to 4,000 nm when speed is reduced to Mach .75. In addition to offering new aircraft with the higher thrust engines, Falcon and Garrett plan to offer existing 900 operators the option of upgrading to 900B performance by modifying their -5A engines to -5Bs.

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The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • **Dave Collogan**/Editor, **Kerry Lynch**/Assistant Editor, **Martin Sibley**/Senior Copy Editor, **Tom Woodall**/Publisher • Published weekly by the Aviation Week Group of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISSN No. 0509-9528/90) • **Officers of McGraw-Hill, Inc.**; Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive Vice President, General Counsel, and Secretary; Harold W. McGraw, III, Executive Vice President; Frank D. Penglase, Senior Vice President, Treasury Operations; and Kenneth E. Gazzola, Executive Vice President, Aviation Week Group. • Subscription rates: Within the U.S., one year $420, 6 months $275. Quantity rates on request. Mailed first class.

PRATT & WHITNEY ANNOUNCES LAYOFFS – Pratt & Whitney Canada has told employees that it will lay off between 1,000 and 1,200 workers between now and the end of January. "Recession is forcing several of our customers to make further cuts in their deliveries and, as a result, we will have to reduce production, starting January 1991," President Dave Caplan said in a letter to all employees. He said production schedules for November and December will remain the same, but will "drop drastically" in January. "Based on current business trends in North America – and particularly in the U.S. where a large portion of our market is found – engine sales could be down for an extended period. These developments leave us no choice but to undertake a significant reduction of our workforce, which will impact on the entire structure of the company," Caplan added.

Total employment currently stands at 9,500. Spokesperson Louise Boutin said the company does not believe the recession will be as deep as that in 1981-82 when 2,300 of 8,400 employees were furloughed. "We think this recession will be less severe because our product line is more diversified and we will try to take advantage of new business opportunities." About 50 percent of the engine manufacturer's business is business and corporate aviation and the other 50 percent is regional airline related. Beech Aircraft, a major Pratt & Whitney customer, said in late October that its market for new aircraft was softening and that it was taking steps to guard against overproduction. It blamed the federal budget debacle, the then-proposed luxury tax and the rising price of aviation fuel *(BA, Oct. 29/167).*

Caplan told employees that he continues "to view the longer term with optimism. Once this hurdle has been dealt with, I believe we will resume growth as we did after the 1981 recession...As we did in the early eighties, we will now concentrate on consolidation and on developing business strategies that will place us in a favorable position to take advantage of new business opportunities once the economy recovers. While we go through this difficult period, we need to maintain a strong emphasis on supporting the customers in everything we do."

NTSB INVESTIGATING INFLIGHT FAILURE OF FALCON 50 ENGINE – National Transportation Safety Board officials were at Garrett Turbine Engine Co. facilities in Phoenix last week as part of their continuing investigation of the inflight failure of a TFE731 engine on a Falcon 50. The failure occurred Oct. 28 while a Falcon 50 operated by Dow Chemical Co. was enroute from Lewisburg, W. Va. to Saginaw, Mich. The aircraft was at 33,000 feet when the front fan section of the No. 1 engine separated from the aircraft. The pilots, the only persons on board, were not injured and landed the damaged aircraft in Columbus, Ohio. The aircraft, N52DC, sustained minor damage to the fuselage.

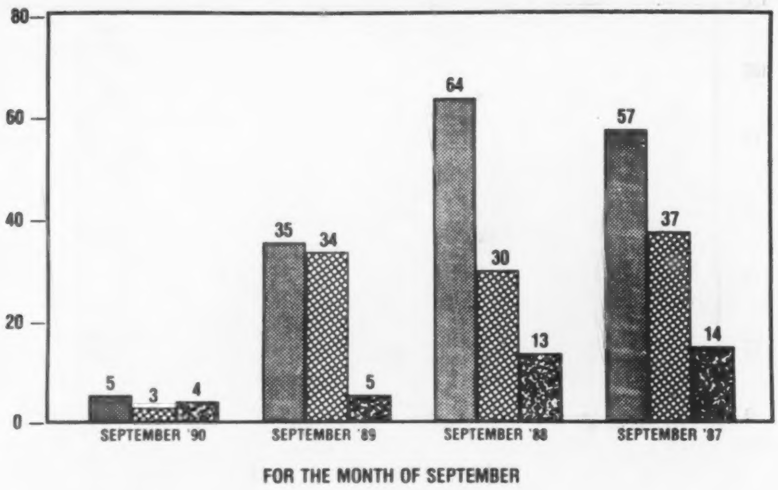
The front of the engine cowling, the fan and fan gearbox all separated from the engine and have not been found, although Garrett officials have been advertising in newspapers in the area where the incident occurred, offering a reward for the return of the missing components. An engine mount bolt also was lost and officials were unsure last week whether the failure of the bolt or the fan assembly occurred first. Garrett officials, working with NTSB investigators, were conducting a teardown inspection of the remaining part of the engine last week.

INDUSTRY URGES CLARIFICATION OF FAA ENFORCEMENT POLICIES – More than 150 letters have been filed at FAA supporting a petition by Tucson attorney Lawrence Smith for a rulemaking to clarify FAA enforcement policy. The petition, which Smith submitted in January on behalf of 14 FAA license holders, called on the agency to consolidate the two federal aviation regulations relating to civil penalty actions and certificate actions into a single rule, and to incorporate related policies not found in either.

The petition asks FAA "to correctly state the law for civil penalties," which provides for the right to a jury trial in district court for alleged safety violators. Smith also sought an explanation from FAA about the circumstances under which the agency can choose to seek either civil penalties or to take action against an airman's certificate – but then may shift to the alternate remedy. In addition, Smith charged that FAA in 30 years had never gotten the public involved in the establishment of enforcement policy. The agency needs to seek public comment on issues such as "whether as much as 95 percent of pilot violations should suffer suspension rather than a money fine." Letters supporting the petition were received from individual air carriers, the Alaska Air Carriers Association, at least one airport manager and the National Air Transportation Association, an association of fixed-base operators.

FAA last spring announced a series of measures it intended to implement to address shortcomings in its enforcement program for both general aviation and air carrier operations, including using a variety of compliance tools short of license suspension. The agency, however, has not yet acted on Smith's petition.

USED RETAIL JET DELIVERIES – NORTH AMERICA



▨ LIGHT	▩ MEDIUM	■ HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
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Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
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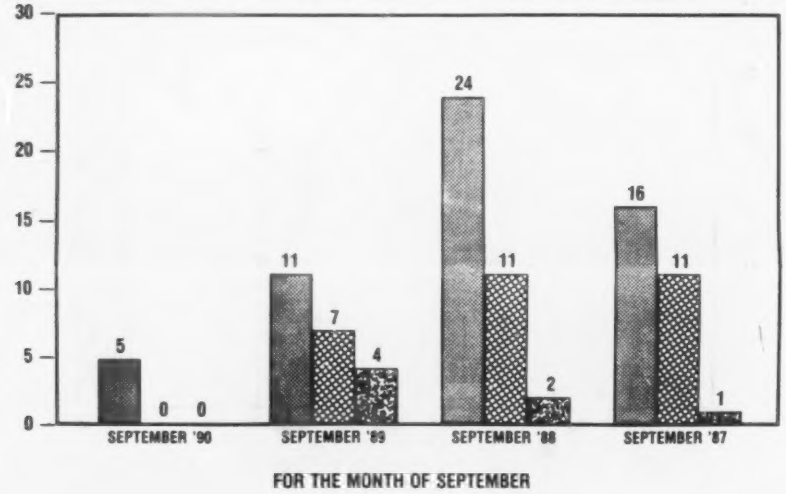
MS760 Paris Jet		

USED RETAIL JET DELIVERIES – OUTSIDE NORTH AMERICA



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SOURCE: AVDATA, INC., WICHITA, KS.

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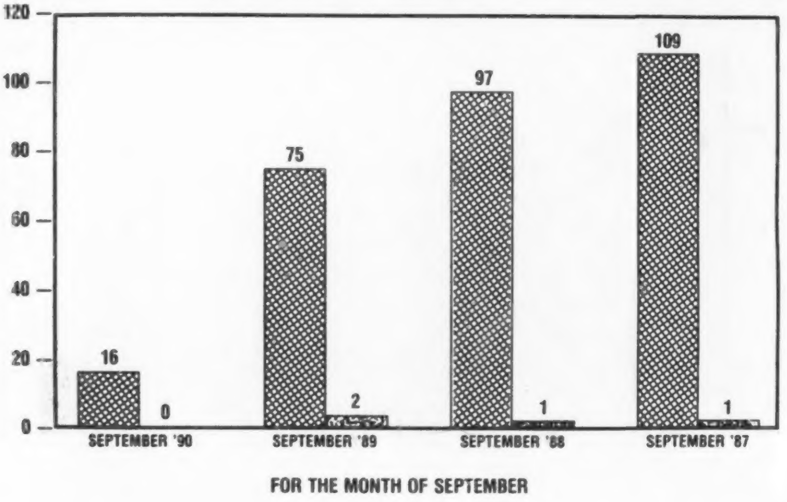

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Swearingen Merlin/Metro (All Models)

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All Airliner Type Turboprops
Such as F 27 Friendship and similar type aircraft

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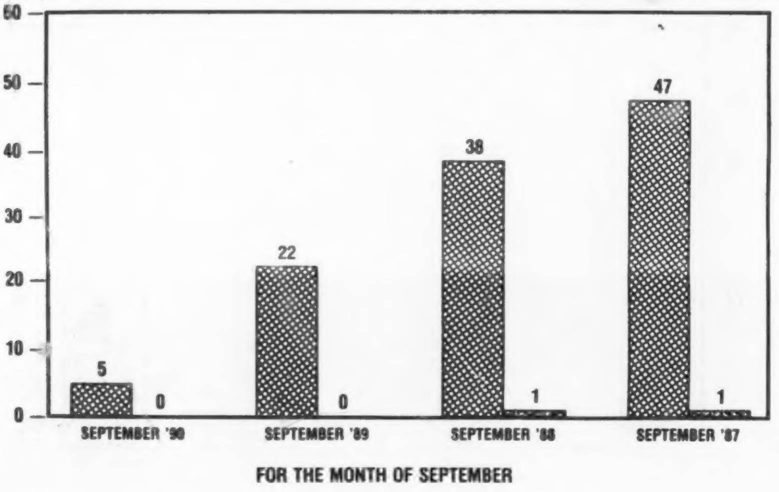

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NUMBER OF FIXED-BASE OPERATIONS available for sale surprises even some long-time FBO executives, but the relatively few sales being closed reflects a continuing disparity between what sellers are demanding and the amount of money potential buyers are willing to offer. Prices being asked could begin to drop, however, if fuel prices remain high and flying activity and volume of fuel being purchased continue to decline. Long-term outlook favors further consolidation in the FBO industry *(see article on Page 229).*

SOME PROPONENTS of general aviation product liability reform legislation are considering changes in the proposed legislation in order to increase chances of passage. GA manufacturers believe product liability bills introduced by Sen. Nancy Kassebaum (R-Kan.) and Rep. Dan Glickman (D-Kan.) are necessary and reasonable, but the industry has been frustrated by its inability to get a floor vote in either house during the past three Congressional sessions. One idea under study would drop the provision eliminating joint and several liability to make the legislation more palatable to Congressmen who have opposed the original bills.

RETAIL SALES of used business aircraft continue to lag far behind historic levels as evidenced by data compiled by Aviation Data Service of Wichita, Kan. *(see charts on Pages 233-234).* Prices on some models have now dropped to the point that "it's bringing out the bottom fishers" who are looking for bargains, one company president told *BA* last week. The same individual said his company believes used aircraft sales may remain sluggish until mid-1991 when they are expected to pick up.

FINANCIALLY TROUBLED EMBRAER HIT BY STRIKE, RESIGNATION OF CEO

Brazilian aircraft manufacturer Embraer, which laid off one-third of its work force a month ago in a desperate attempt to reduce costs, was staggered by two additional blows last week – a strike by the remaining employees and the resignation of Ozilio da Silva, Embraer's chief executive.

Officials said the strike began Thursday when workers rejected the company's "final offer" on yearend bonus payments. A spokesman Friday said the company has indicated it will not engage in further negotiations until all of the striking employees are back on the job. Perhaps more significant in the long term was the resignation of Ozilio, who has been a key executive of Embraer since it was founded in the late 1960s. He had served as commercial director of the company for nearly two decades and was responsible for the success of the 19-seat Bandeirante and the 30-seat Brasilia in the regional airline market. He became president in 1986 when Ozires Silva, who had headed the company since its inception, left to head Petrobras, Brazil's major oil production company.

In announcing the reduction of its work force from 12,539 to 8,545 and salary reductions of up to 50 percent for senior executives a month ago, Ozilio said Embraer had encountered a severe cash flow problem due to delays in two debt-swap operations that had been submitted to the Central Bank of Brazil in late 1989 *(BA, Nov. 5/175).* As a result, the company has been forced to delay payments to banks and suppliers and has accumulated a short-term debt of $560 million, of which $235 million are receipts in advance of contracted exports. Officials indicated that Ozilio had developed several different proposals to get the government to complete the debt-swap and although Embraer has been promised about $150 million in the near future, that is far short of the amount necessary. Ozilio reportedly resigned to permit appointment of someone who might have better luck in winning government support.

(Continued on the following page)

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EMBRAER *(Cont.)*

An Embraer spokesman said Friday the company was waiting for word from the Brazilian Air Ministry on who would succeed Ozilio as chief executive, but one possibility is Joao Cunja, a senior assistant to the Brazilian economic minister. Whoever takes the job will face technical as well as financial challenges. Embraer said last month it had encountered a major design problem with its EMB-145, the 45-passenger regional jet, that is expected to delay production by at least a year. There is concern also about the prospects for the CBA-123 pusher prop 19-seater because of rapidly growing costs that could price it out of the regional airline market.

INNOTECH PARENT BUYS EXECAIRE TO FORM CANADA'S LARGEST MANAGED FLEET – IMP Group of Halifax, Nova Scotia has completed the acquisition of Execaire, Inc., a Montreal, Quebec-based firm specializing in corporate flight operations and aircraft maintenance. The combination of Execaire's fleet of 11 aircraft operated under management contracts for corporate operators, and IMP's Innotech Aviation Ltd., which manages a fleet of 14 aircraft, will make the joint operation the largest operator of corporate aircraft in Canada. IMP President Ken Rowe said "Execaire is one of Canada's largest managers of corporate jet aircraft and also has an outstanding reputation for its aircraft repair, overhaul and line maintenance. The firm's specialities are complementary to those of...Innotech and it is likely that some of the two firms' activities will be combined to more fully serve the general aviation industry."

Execaire, which has annual revenues of about $35 million (Canadian), was purchased from Claridge Inc., part of the Bronfman interests that have been involved with corporate aviation in Canada for many years. With the addition of Execaire, Innotech's annual revenues will exceed $100 million. Execaire has about 160 employees while Innotech has approximately 560 employees. In addition to aircraft management, Innotech is involved in business jet completions and modifications, airframe and engine maintenance, airborne remote sensing and aircraft sales. Innotech is the exclusive Canadian distributor for the BAe 125 line of business jets. The combined Execaire/Innotech fleet includes 13 BAe 125 aircraft, the largest managed fleet of 125s in North America. In addition to the 125s, the combined fleet includes a Falcon 900, four Challenger 601s, two Westwinds, two Citations, a Gulfstream I, a Bell 206 and a Piper Navajo. Innotech also utilizes a Falcon 20, a Convair 580 and a DC-3 in its remote sensing operations.

EPA RULE COMPELS FBOS TO RESPOND TO STORM WATER CONTAMINANTS – Environmental Protection Agency has given airport operations until March to decide how they plan to obtain permits to release storm water runoffs into municipal sewer systems. EPA issued a final rule in November requiring all operations with "storm water discharges associated with industrial activity" to apply for permits to control the level of pollutants draining into municipal sewer systems *(BA, Dec. 3/215)*.

The permit requirement applies to operations that conduct fueling/fuel handling and storage, maintenance, aircraft cleaning, deicing, aircraft refurbishing and/or painting. Once it receives the application, the EPA will determine if the operation has an excessive amount of pollutants draining into the sewage system. Those applicants who exceed the threshold will have to institute some controls on the contaminants released. This could mean collecting excess glycol from deicing (which could be recycled), cleaning the remnants of a long-existing spill, or coming up with a new drainage system.

The final rule for the permit sets the framework for the application process, which allows covered operations on airports to either apply as a group or individually. Operations that apply as a group must complete the first phase of the application by March 15. Phase I essentially calls for the group to list the participants and the nature of their activities. The groups then have until May of 1992 to fulfill the remainder of the application. Individual applicants have until November 1991 to submit their applications, but the entire application must be completed at that time. National Air Transportation Association currently is looking at the merits of putting together groups for the applications.

To complete the application, the group or individual must submit an accurate sample of storm water runoff – taken during "average" rainfall and during normal operations such as deicing. Applicants must also list materials/chemicals exposed to storm water, estimate impervious surfaces and the total drainage of each outfall and the history of leaks and spills for the past three years.

Groups must sample 10 percent of the participants' runoff to comply with application requirements. However, the permits must be updated about every five years and EPA intends to audit the operations, so almost every applicant will have to prove at some time that they comply with the permit regulations. Operations that do not apply for the permit by the appropriate application date will face a substantial fine from the EPA. NATA is considering petitioning EPA for an extension of the initial group deadline because the association fears the date does not give FBOs enough time to learn about the application process.

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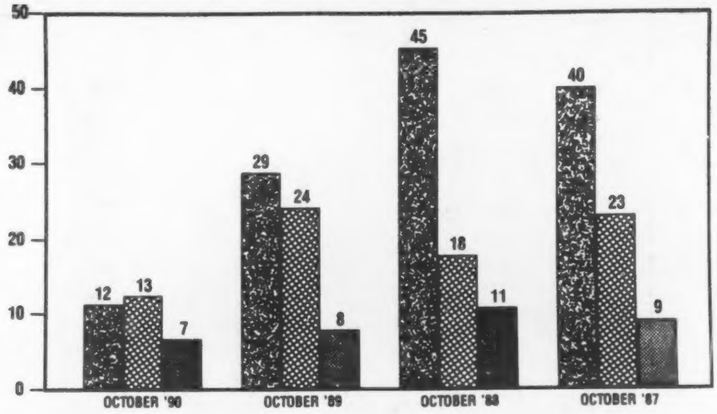

FOR THE MONTH OF OCTOBER

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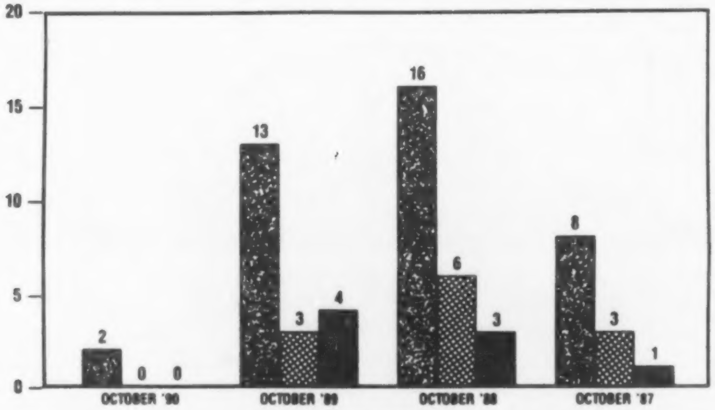

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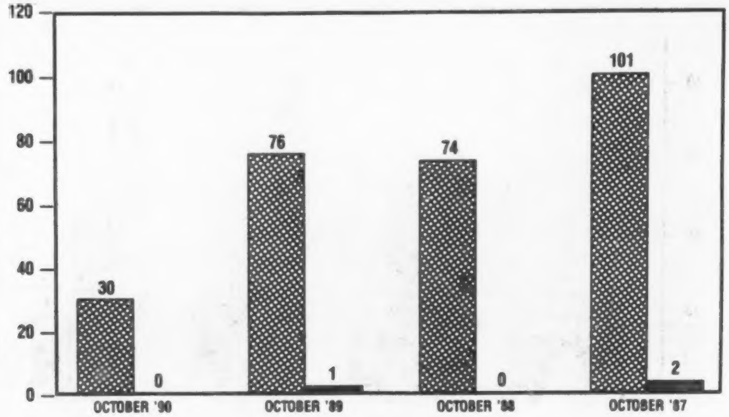

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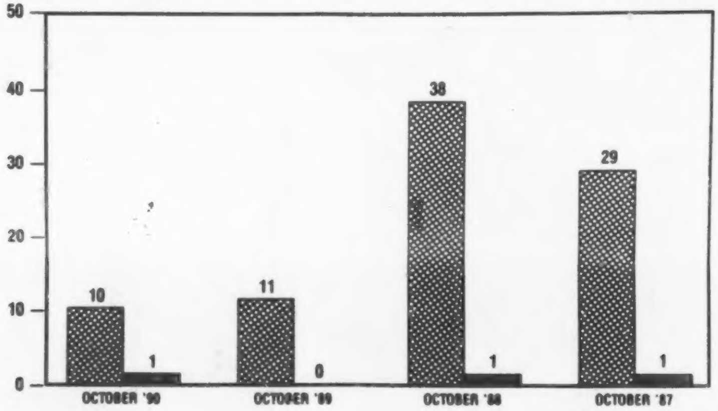

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AMR SERVICES will add another full-service FBO operation to its chain next week when it officially takes over the former McAllen Aviation Center at the McAllen, Tex. International Airport. The city recently acquired the operation from the previous operator and has leased it to AMR for two years, with options to renew. The city also acquired Atkins Aviation and plans to demolish it to make way for a construction project, which will leave the airport with the new AMR-Combs operation and McCreery Aviation Co., which has operated an FBO there since 1948.

TRANSPORTATION SECRETARY Samuel Skinner has again denied he plans to move to another government agency. Addressing reporters at the annual holiday buffet in his offices at DOT last week, Skinner said various reports have speculated that he's on his way to one of seven different positions. Skinner, however, said, "The President and I believe this is where I belong, this is where I'm going to be." He said he wants to "finish the agenda I started two years ago" and said he hopes to remain at DOT through the end of the President's term. Noting the financial problems facing the airline industry and reauthorization of surface transportation legislation planned for debate in the upcoming session of Congress, Skinner predicted that "The next six months will be the most interesting six months in the history of the department."

REGIONAL AIRLINE ASSOCIATION plans to ask FAA to cut in half its required drug testing of key regional airline employees, based on results of the first year of mandatory drug testing. FAA said last week the mandatory testing of aviation industry personnel showed evidence of drug use by less than one-half of one percent of those tested and most of those were job applicants *(see article on Page 247).*

MASSACHUSETTS PORT AUTHORITY board of directors Friday announced the selection of Alden Raine to replace David Davis as executive director of Massport. Raine previously served as secretary of economic affairs for Massachusetts and directed the Governor's Office of Economic Development for seven years. Raine also has held the title of chief planner for the Massachusetts Office of State Planning *(see related story on Page 244).*

NATA URGES FAA TO EXCLUDE AIR TAXI OPERATORS FROM REQUIREMENT TO COLLECT PFCs

National Air Transportation Association has written to FAA urging that air taxi and on-demand charter operators be excluded from forthcoming regulations that will require air carriers to collect passenger facility charges on behalf of airports that implement such fees.

The association, which represents fixed-base operators and air taxi operators, said the legislation authorizing implementation and collection of PFCs "is clearly directed at the scheduled airlines," adding that "an excessive administrative burden" would result if air charter operators also were required to collect such fees.

NATA said a recent request for data from the industry on how the collection of PFCs should be implemented *(BA, Nov. 19/198)* uses the term "ticket" when discussing PFCs. "This is a good illustration that the intent of the PFC is for it to apply to the airline passenger since companies providing on-demand air charter service do not sell tickets and are not typically a participant in a computerized reservation system (CRS)," NATA said. "There is not a centralized method of collection for the FAR Part 135 on-demand air charter industry so the commonly used method for collection of charges for transportation is through an independent invoicing system developed by each company providing service." NATA recommended that FAA "exclude an air carrier operating on-demand air charter service under Part 135 from the PFC since they are not part of a CRS, which is an easy way for the agency

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NATA *(Cont.)*
to define those carriers who should be assessed a PFC."

Because of the nature of customized air travel and the size of the aircraft operated, NATA said on-demand operators are not transporting large numbers of passengers, "therefore the economic impact of excluding these companies from the locally imposed surcharges is minimal." In addition, the association said FAA "should keep in mind that most of the airports which can economically make the decision to charge a PFC and lose part of their entitlement monies are those facilities which place an emphasis on airline service and traditionally will have low general aviation...activity. When one considers the difficulty in determining which general aviation aircraft are air taxis and which are private/business use, it should become even less attractive to an airport to want an on-demand air charter flight to be covered by a PFC."

JIMSAIR FILES FOR BANKRUPTCY; RECEIVER AT PALM SPRINGS DISPLACED – Owners of Jimsair Aviation Services, Inc., who have been attempting to find a buyer for the financially troubled FBO chain for more than a year, last Thursday filed for protection from creditors under Chapter 11 of the federal bankruptcy statutes. The filing, in California Superior Court in San Diego, listed total assets of $8.9 million and total liabilities of $8.4 million. The bankruptcy filing affects only the Jimsair FBOs in San Diego and Palm Springs. Peter Duncan, the attorney who filed the petition on behalf of the Bracamonte family, said the firm plans to submit a reorganization plan to the court within the next several months. As a result of the filing, the Bracamonte family has regained control of the Palm Springs operation, which had previously been put under the control of a court-appointed receiver *(BA, Nov. 5/178)*. The receiver, FBO Resource Group, had been appointed at the request of creditors who charged that Jimsair had not made timely payments on outstanding debts. FBO Resource Group is continuing to operate the Jimsair facility at Reno, Nev. However, FBO Resource Group officials filed a petition with the federal bankruptcy court in Nevada earlier this month to liquidate the Reno operation under Chapter 7 of the federal bankruptcy code.

GOVERNOR APPOINTS STAUNCH PACE SUPPORTER TO MASSPORT BOARD – Massachusetts Governor Michael Dukakis appointed state Transportation Secretary Frederick P. Salvucci to a seven-year term on the seven-member board of the Massachusetts Port Authority. Salvucci, who has served as secretary of the Massachusetts Department of Transportation for 12 years during the Dukakis reign, was a strong supporter of Massport's efforts to implement the Program for Airport Capacity Efficiency (PACE), which was overturned by the U.S. Department of Transportation and the U.S. Court of Appeals. Aircraft Owners and Pilots Association, troubled by the appointment, wrote to Governor-elect William Weld in an attempt to set up a meeting with him to discuss Massport, among other things. "We are more than a little concerned about recent developments on the Massport Board which, in our view, do not bode well for general aviation," said Stephen Bassett, senior vice president of technical and government affairs for AOPA. Also at Massport, Acting Executive Director Patrick Mosaritolo was named last week as executive director of the Greater Boston Convention and Visitors Bureau.

NBAA WARNS PILOTS ABOUT ROUGH RUNWAY AT TORONTO'S PEARSON AIRPORT – National Business Aircraft Association, acting on a complaint filed by one of its members, is warning pilots about extremely rough runway conditions at Toronto's Pearson International Airport. A Challenger pilot who departed Runway 6R at Pearson this month said the aircraft experienced a vibration that got worse as the aircraft accelerated and finally became "so intense that the co-pilot and myself were convinced that both nose tires had deflated." Airport officials said the runway surface has become "rippled" from the wear and tear of large transport aircraft. The problem exists to some extent on the entire runway, but is most severe in the first 3,000 feet. Although airport officials are aware of the difficulties being experienced by operators, repairs are not scheduled until next summer.

AERO SERVICES CONSOLIDATING, LIQUIDATING EXCESS PARTS INVENTORY – Aero Services International, Inc., the chain of fixed-base operations, is consolidating its supply of aircraft parts in Youngstown, Ohio and plans to liquidate the excess inventory. Officials said retail value of the parts being sold exceeds $2.5 million and includes components for Falcon, Hawker (British Aerospace), Cessna and Piper aircraft, PT6 and JT15D engines, in addition to tires, wheels and brakes and related items. Jim Geyer, a 16-year veteran of Aero Services, has been named project coordinator for the parts liquidation program. He can be reached at ASI's Youngstown base at (216) 856-5000.

THE WEEKLY OF BUSINESS AVIATION will not publish a Dec. 31 issue. The next issue date will be Jan. 7, 1991.

Airport and Airway Trust Fund

Income Statement
October 1, 1989 - September 30, 1990

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 16,347,000.00	$ 111,546,000.00
Transportation by Air, Seats, Berths, etc.	163,596,000.00	3,218,773,000.00
Use of International Travel Facilities	1,996,000.00	180,826,000.00
Transportation of Property and Cargo	12,822,000.00	177,772,000.00
Gasoline:		
Commercial 9 cents tax	226,000.00	2,718,000.00
Non-commercial 9 cents tax	(1,437,000.00)	19,267,000.00
Non-commercial 2.9 cents tax	(479,000.00)	7,122,000.00
Total Tax Receipts	$ 193,071,000.00	$ 3,718,024,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 21,090.00	$ 5,372,770.00
Aviation Fuels Commercial	8,013,510.00	12,480,010.00
Gas Retailers Tax	0.00	9,630.00
Gasoline Manufacturer's Tax	230.00	230.00
Aircraft Use Principal	0.00	50.00
Total Reimbursements:		
Tax Receipts	$ 8,034,830.00	$ 17,862,690.00
Net Tax Receipts	$ 185,036,170.00	$ 3,700,161,310.00
Interest on Investment	$ 9,855,030.08	$ 951,032,354.65
Accrued Interest Income	95,284,690.48	305,786,575.97
NET RECEIPTS	$ 290,175,890.56	$ 4,956,980,240.62
OUTLAYS		
Interest on Refunds & Credits	$ 7,720.00	$ 7,730.00
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (371,195,667.00)	$ (3,517,111,000.00)
National Oceanic and Atmospheric Administration (NOAA)	(7,492,350.00)	(29,583,000.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (378,688,017.00)	$ (3,546,694,000.00)
TOTAL OUTLAYS/TRANSFERS	$ (378,695,737.00)	$ (3,546,701,730.00)
SURPLUS/(DEFICIT)	$ (88,519,846.44)	$ 1,410,278,510.62

(Continued on Following Page)

Source: Airline Economics, Inc. from Treasury Department data for The Weekly of Business Aviation.

Airport and Airway Trust Fund
Balance Statement
As of September 30, 1990

ASSETS		
Undisbursed Balances:		
Available for Investment	$ 587.83	
TOTAL UNDISBURSED BALANCE		$ 587.83
Receivables:		
Interest Receivables	$ 305,786,575.97	
TOTAL RECEIVABLES		$ 305,786,575.97
Investments:		
U.S. Treasury Certificates of Indebtedness 8-7/8% matures 6/30/91	$ 14,311,532,000.00	
NET INVESTMENTS		$ 14,311,532,000.00
TOTAL ASSETS		$ 14,617,319,163.80
LIABILITIES & EQUITY		
Beginning Balance	$ 13,207,040,653.18	
Net Change	1,410,278,510.62	
TOTAL EQUITY		$ 14,617,319,163.80
TOTAL LIABILITIES & EQUITY		$ 14,617,319,163.80

Activity Report
October 1, 1989 - September 30, 1990

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 1,400,025.00	$ 1,404,404.41
Grants-in-Aid	1,109,353.55	(9,549,021.90)
Facilities & Equipment	27,804,965.67	51,324,923.74
Research Engineering Development	(1,565,979.15)	347,241.39
TOTAL UNDISBURSED BALANCE	$ 28,748,365.07	$ 43,527,547.64
EXPENSES		
Operations	$ 67,795,642.00	$ 807,177,584.92
Grants-in-Aid	137,890,646.45	1,220,154,190.57
Facilities and Equipment	117,195,034.33	1,317,214,649.09
Research Engineering Development	19,565,979.15	153,508,058.45
NOAA Aviation Weather Services	7,492,350.00	29,583,000.00
TOTAL EXPENSES	$ 349,939,651.93	$ 3,527,637,483.03
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (371,195,667.00)	$ (3,517,111,000.00)
National Oceanic and Atmospheric Administration (NOAA)	(7,492,350.00)	(29,583,000.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (378,688,017.00)	$ (3,546,694,000.00)

Source: Airline Economics, Inc. from Treasury Department data for The Weekly of Business Aviation

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THE WEEKLY OF
BUSINESS AVIATION™

Vol. 52 No. 2

INTELLIGENCE

RESPONDING to some proposed changes in FAA's policy on High Intensity Radiated (Electromagnetic) Field (HIRF) energy, the General Aviation Manufacturers Association said it "strongly believes that the draft policy interim guidelines should NOT be published as written." Stan Green, GAMA vice president and general counsel, said that although the revised policy guidelines were intended to "reduce ambiguous or incorrect interpretations of the guidelines...provide uniformity...and allow use of service experience and similarity of systems...for meeting the HIRF policy guidelines," the proposed revisions "do not address these three objectives. It appears to GAMA that the draft is an expansion of the existing December 5, 1989 policy paper and is more ambiguous than the original" (*see related article below*).

PROVISIONS of the new Clear Air Act could result in fuel availability problems for operators of thousands of piston-powered aircraft. The bill requires fuel suppliers to drastically reduce the amount of lead in fuel, including aviation gasoline, and oil companies say this could limit avgas to a maximum of 93.5 octane, a level that could effectively ground aircraft that require higher octane fuel. At least one leading supplier of aviation gasoline, and possibly others, plan to meet with general aviation groups this month to discuss strategy for modifying the legislation.

AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES is developing a group permit application process for airports that have to comply with new storm water runoff regulations from the Environmental Protection Agency (*BA, Dec. 10/226*) and AAAE officials anticipate that "99 out of a 100" airports will probably want to pursue the group application process rather than going it alone. National Air Transportation Association is urging its fixed-base operator members to contact their local airport managers to discuss the application requirement. Deadline for filing group applications with EPA is March 15.

SEN. NANCY KASSEBAUM (R-Kan.) is expected to reintroduce a general aviation product liability reform bill this session that is "very similar" to last year's bill, S.640. The bill will have minor changes resulting from comments Kassebaum received from the Justice Department, but will contain no substantive changes to the major provisions.

INDUSTRY OFFICIALS STILL FRUSTRATED WITH FAA POLICY ON HIRF TESTING

Aviation industry officials, frustrated with FAA's unwillingness to modify what the industry believes are overly stringent requirements for protection of electronic equipment from the effect of High Intensity Radiated (Electromagnetic) Field energy, suggested last week that if the HIRF threat is as serious as some FAA officials maintain then FAA should ground the entire civil fleet to prevent loss of life.

In a letter last week to Jack McGrath, manager of the Aircraft Engineering Division at FAA headquarters, Monte Mitchell of the Aircraft Electronics Association complained about recent statements by Abbas Rizvi, who has been actively involved in development of FAA's HIRF policy. Mitchell charged that during a recent conversation, Rizvi said, "The AEA and other associations have no interest in the future technology of aircraft. We (civil aviation industry) are only interested in private gain, without regard to safety."

The letter from Mitchell, executive director of AEA, is the latest installment in the HIRF controversy that arose 13 months ago when FAA issued–without seeking public comment–a series of new standards to

(Continued on the following page)

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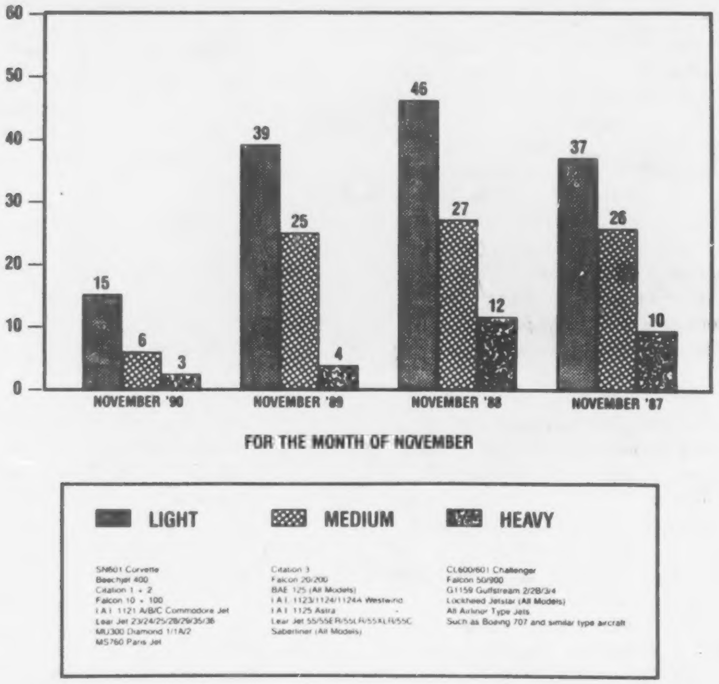
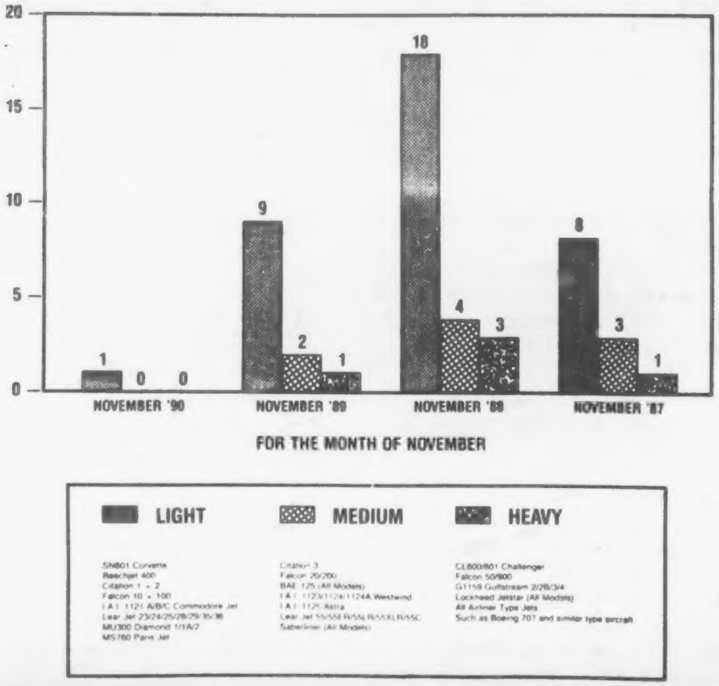
USED RETAIL JET DELIVERIES - NORTH AMERICA

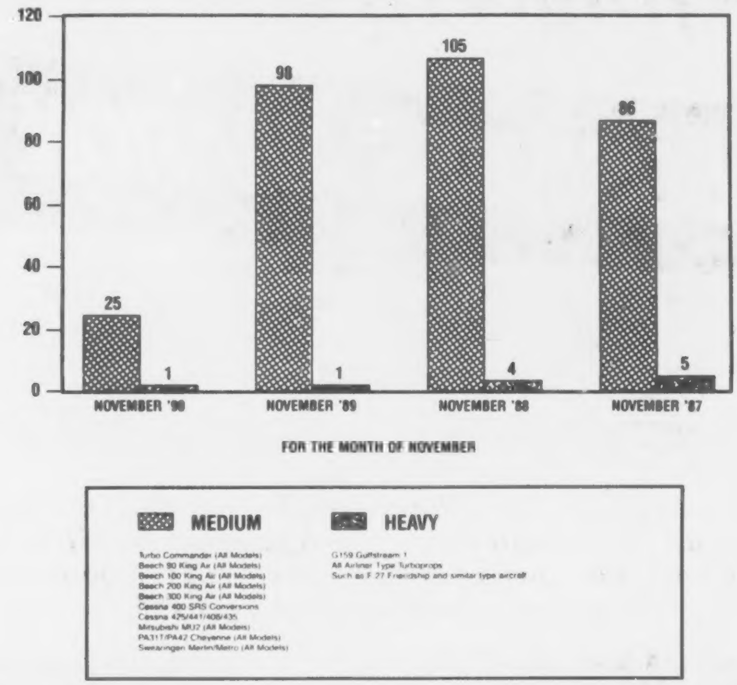


USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA

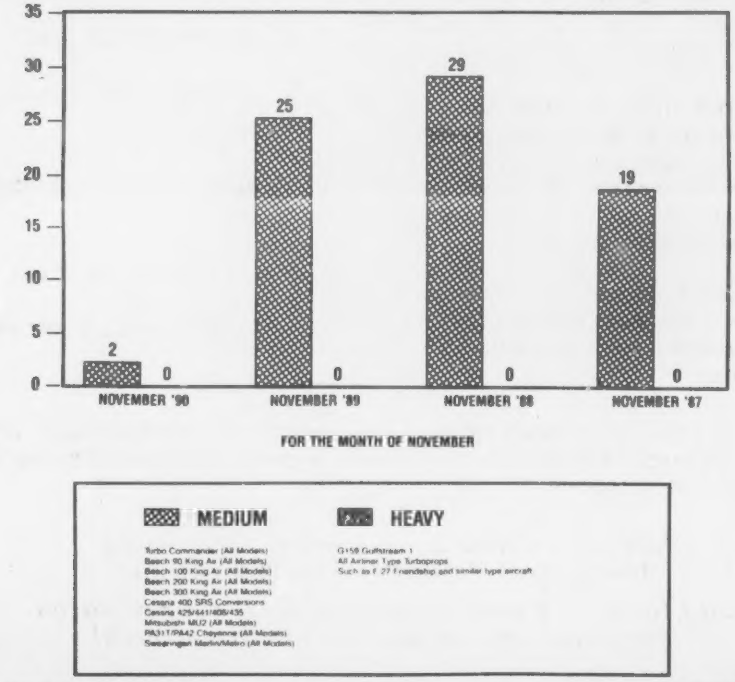


SOURCE: AVDATA, INC., WICHITA, KS. DECEMBER 1990

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



SOURCE: AVDATA, INC., WICHITA, KS. DECEMBER '90

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THE WEEKLY OF
BUSINESS AVIATION™

Vol. 52 No. 3

INTELLIGENCE

BUTLER AVIATION froze its fuel prices as of 0800 on Jan. 16 until further notice and a number of major oil companies took similar action. Butler officials said the price freeze is an attempt to avoid large swings in fuel prices as commodity traders rapidly bid up or down the price of crude oil, depending on the latest bit of information (or misinformation) emanating from the war in the Middle East. One Butler official observed that "the...speculators will drive the world crazy" by causing rapid oscillations in crude oil prices from hour to hour, despite the fact that crude oil stocks are near an all-time high.

RICK SONTAG, chairman of the General Aviation Manufacturers Association, said that "nearly all" of the 695 piston-powered aircraft U.S. GA manufacturers delivered last year–which are designed to burn leaded aviation gasoline–could not have been built if recently enacted provisions of the Clean Air Act had been in effect. Sontag said the legislation will prohibit manufacture of aircraft engines that require leaded fuel after 1992 *(see related article below)*.

GULFSTREAM AEROSPACE officials said last week they are "getting all kinds of calls" from potential customers as a result of a series of advertisements the company has been running this month on Cable News Network. Gulfstream ran an ad schedule with CNN for two months last year and signed up again this month based on the initial response. Although not attributable to the recent ads, officials say they have booked five new orders for Gulfstream IVs since the beginning of the year–all from customers in the Middle East–and are giving some thought to possibly revising upward their previously announced 1991 production cut. Gulfstream had planned to cut G-IV production from 30 units last year to 24 in 1991 *(BA, Nov. 5/176)*.

PHIL BOYER, who took over as president of the Aircraft Owners and Pilots Association this month, said he plans to use a softer approach than his predecessor in dealing with government and political leaders. Boyer said he could not tell how his approach will affect AOPA membership, which is used to the tough-talking style of John Baker, but he emphasized, "I'm not going to change into a John Baker." During a luncheon address in Washington Thursday, Boyer said one AOPA member had suggested the use of "honey" instead of "pesticides" in dealing with government officials. The former ABC television executive noted that until he met recently with DOT Secretary Samuel Skinner, an AOPA president had not visited the Transportation Secretary's office for nearly two years.

GAMA SAYS CLEAN AIR ACT REQUIREMENTS MAY ELIMINATE LEADED AVGAS

The General Aviation Manufacturers Association warned last week that provisions of the Clean Air Act will prohibit the manufacture of aircraft engines that require leaded fuel after 1992 and said by the mid-1990s "100 octane avgas, both the low lead and the regular variety, may cease to exist."

Rick Sontag, president of Unison Industries and GAMA chairman, told reporters last week that the legislation, enacted last year, "mandates the total elimination of lead in motor fuel by the end of 1995." Sontag said general aviation uses only a tiny fraction of all gasoline produced–less than two tablespoons of fuel out of every gallon used for transportation in the U.S.–and warned that "since we are such a small market for petroleum refiners, we may be squeezed out. As almost happened during the oil embargo of the early 1980s, petroleum refiners may decide to produce but a single grade of no-lead avgas in the 94-95 octane range."

(Continued on the following page)

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PIPER SAYS AEROSPATIALE WILL MAKE DECISION ON BUYOUT BY END OF MONTH – A Piper Aircraft spokesman said Friday that officials of Aerospatiale plan to make a decision by the end of the month regarding a final offer for the acquisition of the Vero Beach, Fla. company. Piper and officials of the French aerospace manufacturer previously signed a letter of intent under which Aerospatiale had until Jan. 15 to conduct a due diligence review regarding the acquisition. The Piper spokesman said Aerospatiale contacted Piper officials last week, saying that they wanted to take until the end of the month to consider a final offer. The French firm is said to have cited concerns about the situation in the Middle East as the reason for wanting more time. The spokesman said that although Piper now is technically free to consider offers from any other potential buyers, Aerospatiale officials had contacted Piper again late last week, expressing their intention to provide a final answer by the end of January.

GAMA BILLINGS HIT NINE-YEAR HIGH, DESPITE NEAR-RECORD LOW IN SHIPMENTS – Members of the General Aviation Manufacturers Association reported billings of just over $2 billion in 1990 – the highest level since 1981 – but the number of new aircraft delivered fell more than 25 percent to 1,144, close to the all-time industry low of 1,085 aircraft delivered in 1987. GAMA's figures also show the vast majority of the industry's revenues – more than $1.9 billion – continue to be generated by sales of turbine-powered aircraft.

GAMA President James Gormley described the 1990 results as a mixture "of encouraging as well as disappointing news." Although pleased that billings had cracked the $2 billion mark for the first time since 1981, Gormley said single-engine shipments plunged more than 40 percent to 608 aircraft, compared to 1,023 last year. Nearly all of that decline was due to sharply lower production at financially troubled Piper Aircraft, which delivered only 178 new aircraft in 1990, compared to 621 a year earlier. Shipments of multi-engine piston aircraft remained unchanged at 87 units, while turboprop shipments rose 4.9 percent to 281 units and turbojet deliveries increased seven percent to 168 aircraft (see *BA's* breakdown of worldwide deliveries by manufacturer and model *on Pages 25-26*. A series of charts developed by GAMA appear *on Pages 30-32*).

Gormley said the industry's inability to win passage of product liability reform legislation is a major reason for the continuing decline in shipments of small aircraft. He also noted a slowdown in some markets in recent months as buyers were confronted with questions about the impact of the new 10 percent luxury tax on aircraft priced at over $250,000. He said prices of used aircraft "began to stagnate in the third quarter," adding that traditionally a decline in used aircraft prices has been reflected later in slower sales of new aircraft. Factors he cited as affecting the market last year included buyer concerns about rising fuel prices, the situation in the Middle East and the recession in the U.S.

Gormley said export sales of GA aircraft "accounted for a record 38.6 percent of total shipments and a near record of 42 percent of total billings." He said western Europe and South America continue to be the industry's best markets, but said improvements were seen in sales in Central America and Africa. Number of aircraft exported last year fell 22 percent, from 566 in 1989 to 442, reflecting the overall decline in production. The value of those exports soared, however, to $844 million, a 44 percent increase over 1989.

GENERAL AVIATION, AIR TAXI ACCIDENTS DECLINED IN 1990 – Number of accidents involving general aviation and air taxi operations declined last year and the accident rate for GA aircraft reached a new low, according to figures released last week by the National Transportation Safety Board. The board said there were 2,138 accidents involving GA aircraft in 1990, down slightly from the 2,201 recorded during 1989. Number of fatal accidents increased by one, to 424, but the number of fatalities fell to 736, 21 fewer than in 1989 and sharply lower than the first half of the 1980s when GA accidents were claiming over 1,000 lives per year. GA accident rate last year was 7.01 accidents per 100,000 aircraft hours, down from the 1989 rate of 7.24, and the fatal accident rate increased fractionally to 1.39 accidents per 100,000 aircraft hours, compared to 1.38 in 1989.

NTSB said there were 104 accidents involving nonscheduled, on-demand air taxis last year, of which 26 were fatal. In 1989 the air taxi segment was involved in 113 total accidents, of which 26 involved fatalities, but the number of air taxi fatalities fell sharply last year, from 88 in 1989 to just 40 in 1990.

Scheduled commuter airlines turned in that segment's best safety statistics ever. Scheduled commuters were involved in 14 accidents last year, compared to 17 in 1989 and the two fatal accidents that claimed four lives matched similar totals in 1986 and represented a sharp improvement from the five fatal accidents that resulted in 31 deaths in 1989. Accident rate per million aircraft miles fell to 0.036 and the fatal accident rate was 0.005. Rates per 100,000 aircraft hours flown were 0.628 and 0.090, respectively.

BUSINESS/PERSONAL AIRCRAFT INDUSTRY – FOURTH QUARTER UNIT SHIPMENTS

AEROSPATIALE GENERAL AVIATION

		4th Quarter 90	Cal. Year
• Single-Engine			
TB-9	Tampico	21	64
TB-10	Tobago	12	48
TB-20	Trinidad	15	76
TB-21	Trinidad TC	4	14
TBM-700		2	2
Total		54	204

AMERICAN GENERAL AIRCRAFT CORP.

		4th Quarter 90	Cal. Year
• Single-Engine			
AG-5/B	Tiger	6	10
Total		6	10

BEECH AIRCRAFT CORP.

		4th Quarter 90	Cal. Year
• Single-Engine			
BE-F33A	Bonanza	30	126
BE-A36	Bonanza	22	70
BE-36TC	Bonanza	3	11
• Multi-Engine			
BE-58	Baron	9	33
BE-58P	Baron	0	0
BE-76	Duchess	0	0
BE-C90-1	King Air	9	35
BE-200	Super King Air	8	39
BE-200C	Super King Air	0	2
BE-200T	Super King Air	0	0
BE-300	Super King Air	3	10
BE-350	King Air	14	34
BE-350C		0	1
BE-1300		2	4
BE-1900C	Commuter	11	46
BE-1900E		2	2
Starship 2000		2	11
Beechjet 400		7	8
Total		122	432

(Quarterly Billings $185,621,000)

BRITISH AEROSPACE

		4th Quarter 90	Cal. Year
• Multi-Engine			
BAe	Jetstream 31	16	59
BAe 146-100		1	2
BAe 146-200		2	6
BAe 146-300		4	17
HS-125-800A		2	15
HS-125-800B		4	9
Total		29	108

PILATUS BRITTEN-NORMAN

		4th Quarter 90	Cal. Year
• Multi-Engine			
BN-2B	Islander	2	10
BN-2T	Islander	6	9
Total		8	19

CANADAIR

		4th Quarter 90	Cal. Year
• Multi-Engine			
CL-601-3A		5	28
Total		5	28

CESSNA AIRCRAFT CO.

		4th Quarter 90	Cal. Year
• Single-Engine			
CE-208	Caravan I	20	66
• Multi-Engine			
CE-406	Caravan II	2	4
CE-550	Citation II	9	30
CE-650	Citation III	4	15
CE-560	Citation V	16	56
Total		51	171

(Quarterly Billings $153,420,000)

CHRISTEN INDUSTRIES

		4th Quarter 90	Cal. Year
• Single-Engine			
S-1T	Pitts	1	3
S-2B	Pitts	4	22
A-1	Husky	11	42
S-2S	Pitts	1	1
Total		17	68

(13 Domestic)
(4 Export)
(Quarterly Billings $1,252,000)

AVION-MARCEL DASSAULT

		4th Quarter 90	Cal. Year
• Multi-Engine			
AD-My.10	Falcon	0	3
AD-My.200	Falcon	1	2
AD-My.50	Falcon	5	12
AD-My.900	Falcon	5	16
Total		11	33

DE HAVILLAND AIRCRAFT OF CANADA

		4th Quarter 90	Cal. Year
• Multi-Engine			
DHC-8	Series 100	9	41
DHC-8	Series 300	15	25
Total		24	66

EMBRAER

		4th Quarter 90	Cal. Year
• Single-Engine			
EMB-201A	Ipanema	12	27
EMB-711ST	Corison II	0	4
EMB-712	Tupi	1	4
EMB-720	Minuano	6	17
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	15	51
EMB-121	Xingu	0	0
EMB-810D	Seneca II	5	25
EMB-820		0	0
EMB-821	Carajah	0	1
Total		39	129

FAIRCHILD AIRCRAFT

		4th Quarter 90	Cal. Year
• Multi-Engine			
Merlin IV-C		0	0
Metro III		5	14
Expediter		0	0
Total		5	14

(Quarterly Billings $19,503,000)

GULFSTREAM AEROSPACE

		4th Quarter 90	Cal. Year
• Multi-Engine			
G-IV	Gulfstream IV	7	34
Total		7	34

(Quarterly Billings $141,699,000)

ISRAEL AIRCRAFT INDUSTRIES

		4th Quarter 90	Cal. Year
• Multi-Engine			
1125	Astra	2	9
Total		2	9

LAKE AIRCRAFT

		4th Quarter 90	Cal. Year
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	2	17
Total		2	17

LEARJET CORP.

		4th Quarter 90	Cal. Year
• Multi-Engine			
LR-31		4	13
LR-35A		1	7
LR-36A		1	1
LR-55C		1	4
Total		7	25

(Quarterly Billings $32,221,000)

		4th Quarter 90	Cal. Year
MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	0
M-6-235		1	4
MX-7-180	Lunar Rocket	1	7
M7-235	Super Rocket	1	9
MX-7-235		0	3
MX-7-420		0	2
MXT-7-180		3	3
Total		6	28
(2 Export)			
(4 Domestic)			
(Quarterly Billings $427,503)			
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201 Lean Machine	20	63
M-20J	205	0	0
M-20K	231	0	0
M-20K	252	1	16
M-20L	PFM	0	7
M-20J	AT	0	0
M-20M	TLS	21	61
Total		42	147
(20 Export)			
(22 Domestic)			
PIAGGIO AMR-AVANTI			
• Multi-Engine			
P-180		1	1
Total		1	1

		4th Quarter 90	Cal. Year
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-18-150	Super Cub	11	17
PA-28-161	Warrior	2	9
PA-28-161	Cadet	6	19
PA-28-281	Archer II	2	6
PA-28-236	Dakota	0	1
PA-28R-201	Arrow IV	0	10
PA-28RT-201	Turbo Arrow IV	1	3
PA-32-301	Saratoga	0	19
PA-32R-301	Saratoga SP	0	3
PA-46-350P	Mirage	4	26
• Multi-Engine			
PA-34-220T	Seneca III	1	50
PA-42-720	Cheyenne IIIA	2	9
PA-42-1000	Cheyenne 400	0	2
PA-44-180	Seminole	0	4
Total		29	178
(11 Domestic)			
(18 Export)			
(Quarterly Billings $8,481,000)			
SHORT BROTHERS			
• Multi-Engine			
SD-3-30		*	*
SD-3-60		*	*
Total		*	*

	4th Quarter 90	Cal. Year
SINGLE-ENGINE	247	912
MULTI-ENGINE	220	809
GRAND TOTAL	467	1,721

UNIT SHIPMENTS COMPARATIVE TREND: 21 MANUFACTURERS

	4th Quarter			Calendar Year to Date		
	1990	1989	1988	1990	1989	1988
Aerospatiale	54	26	42	204	121	97
American General	6	*	*	10	*	*
Beech	122	112	114	432	371	372
British Aerospace	29	42	35	108	118	102
Britten-Norman	8	2	7	19	9	15
Canadair	5	6	9	28	20	22
Cessna	51	64	45	171	183	161
Christen	17	19	*	68	75	*
Dassault	11	10	10	33	32	43
De Havilland	24	15	19	66	54	46
Embraer	39	44	32	129	142	84
Fairchild	5	4	17	14	13	29
Gulfstream	7	12	17	34	40	51
Israel	2	6	1	9	11	8
Lake	2	5	4	17	23	28
Learjet	7	10	10	25	25	23
Maule Air	6	8	7	28	35	55
Mooney	42	60	33	147	143	142
Piaggio	1	*	*	1	*	*
Piper	29	151	92	178	621	282
Shorts	*	*	*	*	*	7
Total	467	596	494	1,721	2,036	1,567

* Figures not available

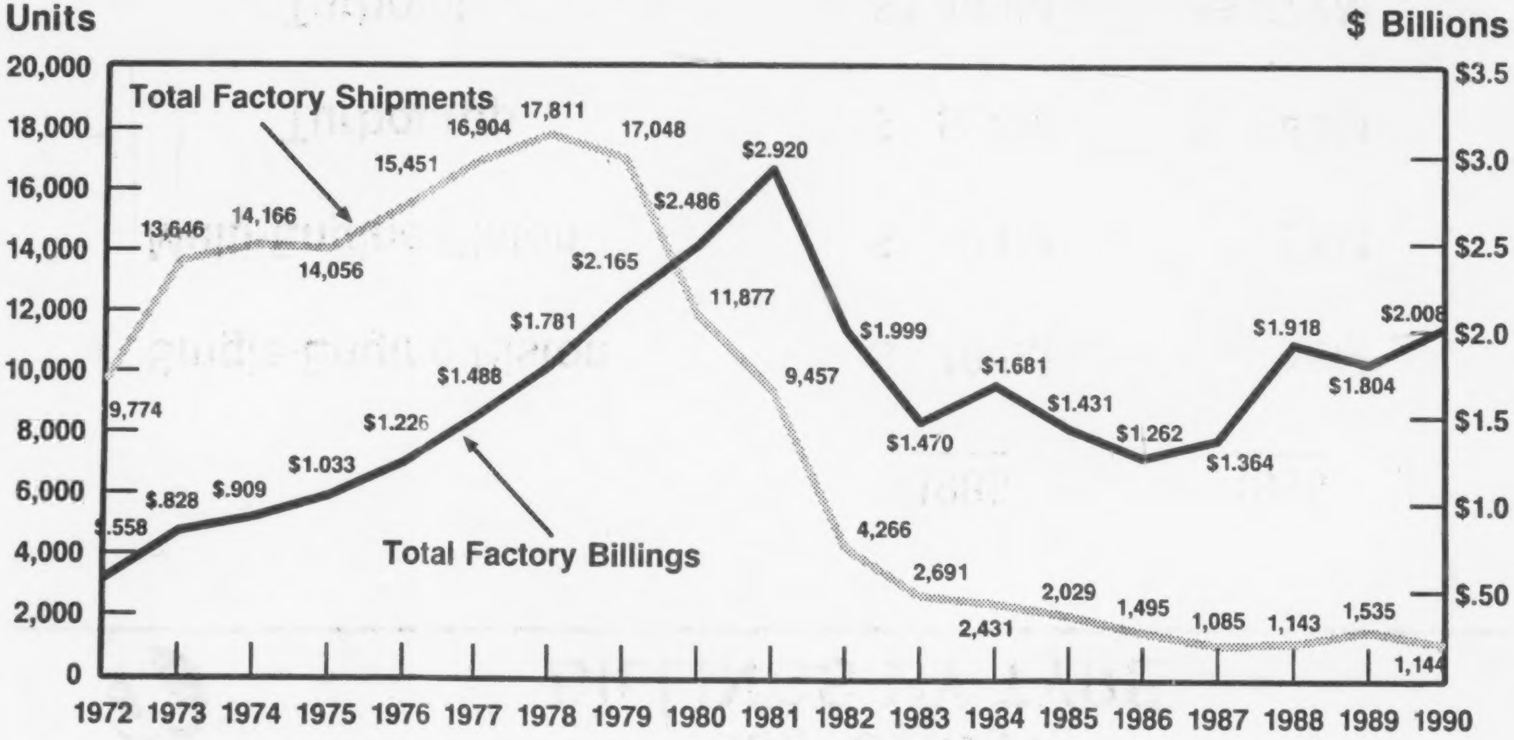
GAMA AIRCRAFT SHIPMENTS BY TYPE

	1989	1990	Change
Single-Engine Piston	1,023	608	-40.6%
Multi-Engine Piston	87	87	0%
Turboprop	268	281	+4.9%
Turbojet	157	168	+7.0%
Total	1,535	1,144	-25.5%

1990 GAMA
BILLINGS BY TYPE

	1989	1990
Single-Engine Piston	$ 104M	68M
Multi-Engine Piston	$ 24M	24M
Turboprop	$ 524M	$ 644M
Turbojet	$1,149M	$1,272M
Total	$1,804M	$2,008M

GAMA
SHIPMENTS AND BILLINGS



GAMA Charts

C5800-30

THE WEEKLY OF
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Vol. 52 No. 4

INTELLIGENCE

CESSNA AIRCRAFT is planning to conduct the first flight of its CitationJet April 9 in Wichita. A company spokesman refused last week to disclose the total number of orders Cessna has received for the new, $2.5 million entry-level business jet, but company officials said this fall they had 90 orders and expected to reach the 100 mark by the end of 1990 *(BA, Oct. 8/131)*.

FINAL REPORT by the General Aviation Manufacturers Association on its tests of the effect of High Intensity Radiated (Electromagnetic) Fields (HIRF) on avionics installed in aircraft concludes that test levels required by FAA are several magnitudes too high. The report, which was sent to FAA this month, is based on a series of tests conducted last summer on a Citation II airframe installed in the Electromagnetic Effects test facility at Beech Aircraft. GAMA said the test results "suggest that the test levels in [Radio Technical Commission for Aeronautics document] DO-160C, Section 20, are at least three times too high and quite possibly as much as six times too high when considering [the amount of energy actually reaching] the EFIS bundle." GAMA also noted that full aircraft level tests are "extremely difficult" to accomplish and very expensive and time-consuming. The organization recommended that "future aircraft certification for HIRF requirements be based upon bench level tests" and that a careful examination of test levels be conducted to ensure that equipment is not being "extremely overstressed."

U.S. AIR FORCE is working on an Enhanced Flight Screener (EFS) program that is aimed at coming up with a replacement for the T-41A, a military version of the Cessna 172. Air Force officials say EFS currently is in "the pre-request for proposals" stage, with issuance of a draft Request For Proposals (RFP) anticipated in late May. The Air Force, which expects that as many as 15 manufacturers may be interested in receiving the RFP, said it wants to buy 125 basic training airplanes. Cessna Aircraft produced some 860 military variants of the 172 in four different models between 1966 and 1983. However, Cessna is not expected to bid on the RFP because the civil 172 has been out of production for a number of years and 125 aircraft is not seen as a large enough order to justify resuming production.

U.S.-OPERATED BUSINESS JETS were involved in 32 accidents and major incidents last year, an increase of 39 percent over 1989, according to data compiled by Robert E. Breiling Associates of Boca Raton, Fla. Breiling said seven of the accidents involved fatalities and claimed a total of 20 lives. In 1989, U.S. business jet operators were involved in 23 accidents and incidents. Two fatal accidents that year resulted in four deaths. Corporate business jet operators experienced three accidents last year, including one fatal accident that claimed seven lives.

JUAREZ WANDERLEY is expected to be named commercial director for Brazilian aircraft manufacturer Embraer this week, replacing Heitor Fernandes Serra on the board of directors. Wanderley has been with the company since its inception in the late 1960s, serving in purchasing, contracts and most recently as production manager. Serra resigned in December along with former Chief Executive Ozilio Carlos da Silva, who was replaced by Joao Rodrigues Cunha, a senior economics ministry official *(BA, Dec. 10/225)*.

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Airport and Airway Trust Fund

Income Statement
October 1-31, 1990

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 10,609,000.00	$ 10,609,000.00
Transportation by Air, Seats, Berths, etc.	231,000,000.00	231,000,000.00
Use of International Travel Facilities	20,833,000.00	20,833,000.00
Transportation of Property and Cargo	16,000,000.00	16,000,000.00
Gasoline:		
Commercial 9 cents tax	234,000.00	234,000.00
Non-commercial 9 cents tax	2,232,000.00	2,232,000.00
Non-commercial 2.9 cents tax	744,000.00	744,000.00
Total Tax Receipts	$ 281,652,000.00	$ 281,652,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 0.00	$ 0.00
Aviation Fuels Commercial	0.00	0.00
Gas Retailers Tax	0.00	0.00
Gasoline Manufacturer's Tax	0.00	0.00
Aircraft Use Principal	0.00	0.00
Total Reimbursements:		
Tax Receipts	$ 0.00	$ 0.00
Net Tax Receipts	$ 281,652,000.00	$ 281,652,000.00
Interest on Investment	$ 794,374.69	$ 794,374.69
Accrued Interest Income	107,239,612.48	107,239,612.48
NET RECEIPTS	$ 389,685,987.17	$ 389,685,987.17
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ 0.00
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (168,700,000.00)	$ (168,700,000.00)
National Oceanic and Atmospheric Administration (NOAA)	0.00	0.00
TOTAL NON-EXPENDITURE TRANSFERS	$ (168,700,000.00)	$ (168,700,000.00)
TOTAL OUTLAYS/TRANSFERS	$ (168,700,000.00)	$ (168,700,000.00)
SURPLUS/(DEFICIT)	$ 220,985,987.17	$ 220,985,987.17

(Continued on Following Page)

Source: Airline Economics, Inc. from Treasury Department data for The Weekly of Business Aviation

Airport and Airway Trust Fund

Balance Statement

As of October 31, 1990

ASSETS		
Undisbursed Balances:		
Available for Investment	$ 962.52	
TOTAL UNDISBURSED BALANCE		$ 962.52
Receivables:		
Interest Receivables	$ 413,026,188.45	
TOTAL RECEIVABLES		$ 413,026,188.45
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-3/4% matures 6/30/91	113,746,000.00	
8-7/8% matures 6/30/91	$ 14,311,532,000.00	
NET INVESTMENTS		$ 14,425,278,000.00
TOTAL ASSETS		$ 14,838,305,150.97
LIABILITIES & EQUITY		
Beginning Balance	$ 14,617,319,163.80	
Net Change	220,985,987.17	
TOTAL EQUITY		$ 14,838,305,150.97
TOTAL LIABILITIES & EQUITY		$ 14,838,305,150.97

Activity Report

October 1-31, 1990

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 1,404,429.41	$ 1,404,429.41
Grants-in-Aid	(12,013,938.62)	(12,013,938.62)
Facilities & Equipment	44,117,459.27	44,117,459.27
Research Engineering Development	1,482,395.27	1,482,395.27
TOTAL UNDISBURSED BALANCE	$ 34,990,345.33	$ 34,990,345.33
EXPENSES		
Operations	$ (25.00)	$ (25.00)
Grants-in-Aid	90,464,916.72	90,464,916.72
Facilities and Equipment	74,907,464.47	74,907,464.47
Research Engineering Development	11,864,846.12	11,864,846.12
TOTAL EXPENSES	$ 177,237,202.31	$ 177,237,202.31
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (168,700,000.00)	$ (168,700,000.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (168,700,000.00)	$ (168,700,000.00)

Source: Airline Economics, Inc. from Treasury Department data for The Weekly of Business Aviation

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THE WEEKLY OF

BUSINESS AVIATION™

Vol. 52 No. 5

INTELLIGENCE

A TELEPHONE SURVEY of leading U.S. manufacturers of corporate aircraft indicates that most plan to participate in the Paris Air Show this spring, despite concerns in some quarters about the possible threat of terrorist activity resulting from the Persian Gulf War. Spokesmen for Cessna Aircraft, Gulfstream Aerospace and Learjet all said they are proceeding with arrangements for the show *(see related article on Page 46).*

MORGAN STANLEY, in an investment analysis issued last week, predicts a continued, albeit gradual, decline in deliveries of new, U.S.-built, general aviation aircraft. The company said that "based on fourth quarter and 1990 trends and a gloomier economic scenario, we have reduced our shipment projections for 1991 to 1,000 from our prior forecast of 1,100 (and versus 1,144 in 1990)," with most of the reductions anticipated in the lower end of the market. Members of the General Aviation Manufacturers Association reported billings of just over $2 billion last year and Morgan Stanley predicts that total will fall to $1.955 billion this year, even after assuming "price increases in the mid-single digits. Our preliminary 1992 projections are for 970 shipments worth $2.04 billion, assuming the recession lasts until the second half of 1991," the analysis concludes.

DASSAULT AVIATION, which is developing the Falcon 2000 in conjunction with Italian conglomerate Alenia, said it has booked about 30 options for the aircraft. The 2000 will have the same fuselage cross section as the Falcon 900 and has a "target price" of $13.7 million with standard interior and avionics. Dassault continues to add subcontractors to the program, last month signing contracts with the Garrett Auxiliary Power Division to provide the GTCP36-150[F2M] APU and Garrett's Fluid Systems Division to supply the air turbine starter.

AIRCRAFT OWNERS AND PILOTS ASSOCIATION Friday petitioned FAA to temporarily exempt certificated airmen involved in Operation Desert Storm from certain currency and inspection requirements including the biennial flight review, airmen medical and aircraft annual inspection. Petition seeks an exemption period "not to exceed 30 days or five flight hours, in which returning airmen can achieve compliance with the rules. Without this provision for a temporary exemption, former active duty airmen returning to the United States may not be able to legally pilot an aircraft...and may be unable to legally move their aircraft from its current location to an inspection facility," said AOPA President Phil Boyer.

PIPER SAYS AEROSPATIALE TO PROCEED WITH ACQUISITION

A Piper Aircraft Corp. spokesman said Friday the Vero Beach, Fla. aircraft manufacturer was notified by officials of Aerospatiale last week that the French firm "intends to proceed with the acquisition of Piper Aircraft Corp." The spokesman said M. Stuart Millar, who owns Romeo Charlie, Inc. – the holding company that owns Piper – is scheduled to meet with Aerospatiale officials this Friday (Feb. 8) "to resolve remaining open issues." Until conclusion of a final agreement, the spokesman said Piper will "continue ongoing discussions with other interested parties." Asked why Piper is continuing to talk with other parties, the spokesman explained that as in any business deal, it is not completed until all details and arrangements have been agreed upon.

(Continued on the following page)

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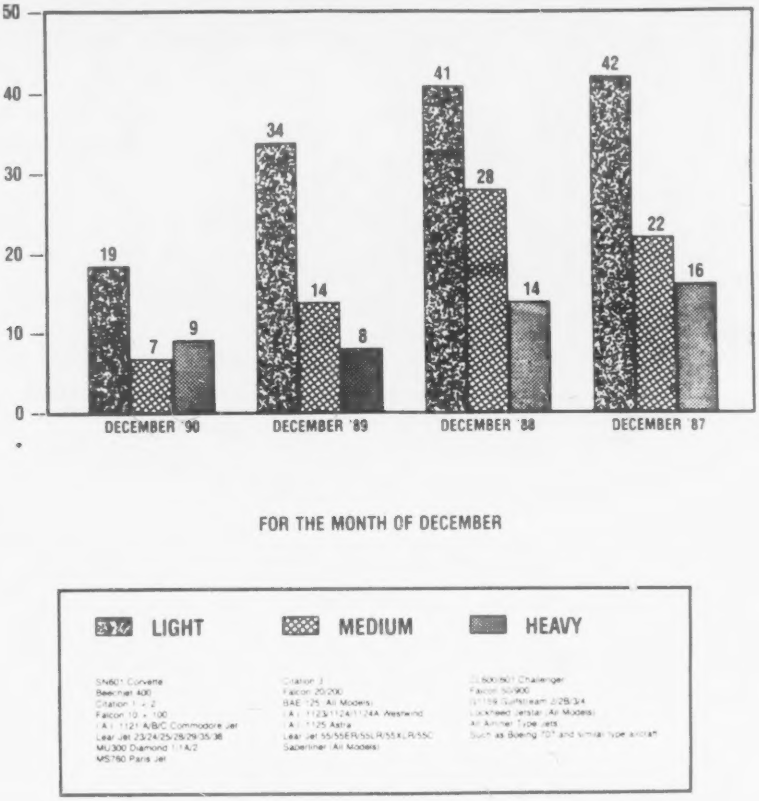
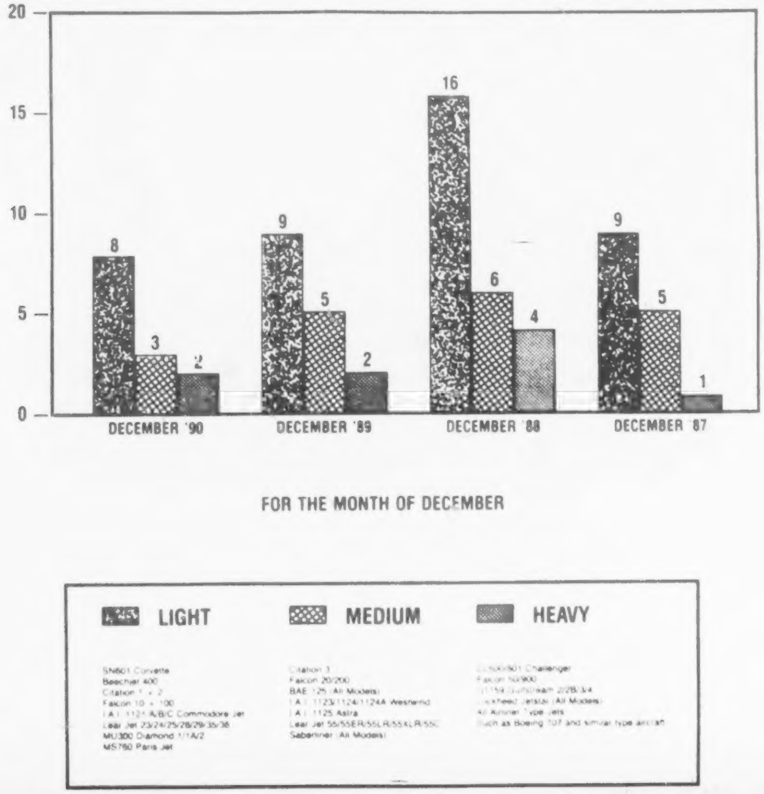
USED RETAIL JET DELIVERIES - NORTH AMERICA



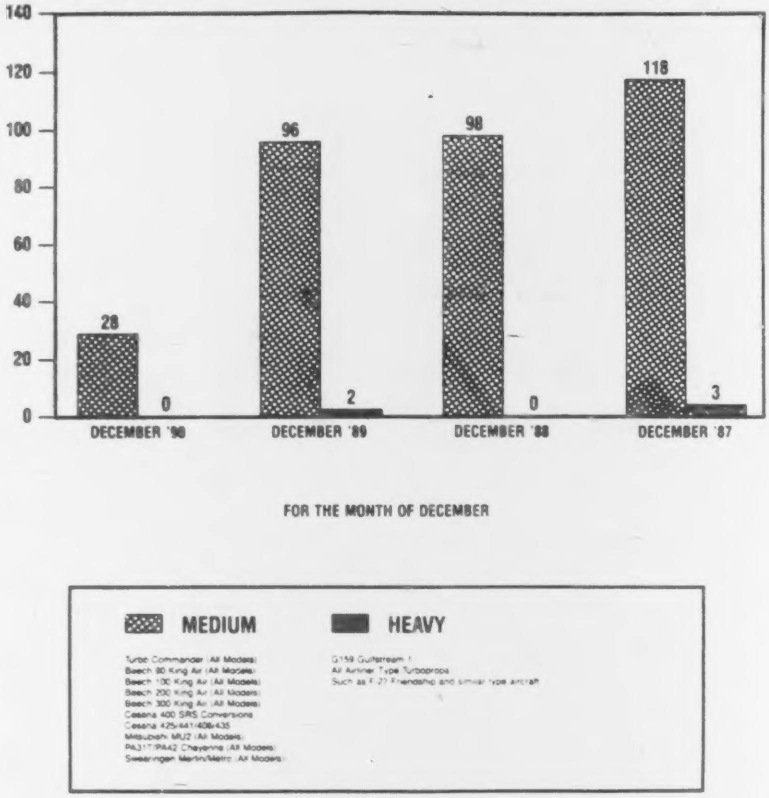
USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



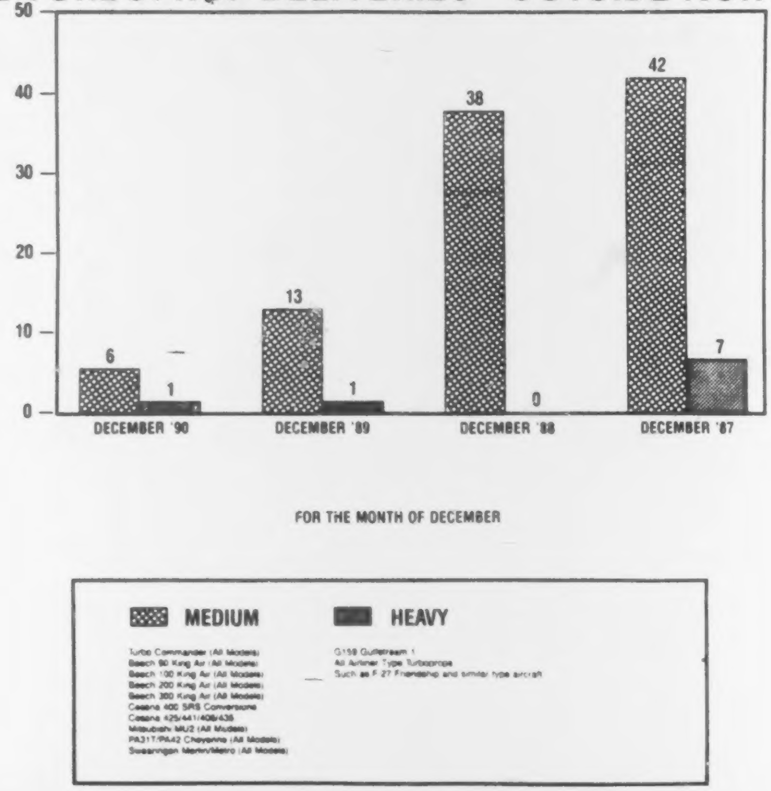
SOURCE: AVDATA, INC., WICHITA, KS.

JANUARY '91

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



SOURCE: AVDATA, INC., WICHITA, KS. JANUARY '91

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THE WEEKLY OF
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Vol. 52 No. 6

INTELLIGENCE

ROBERT ANDERSON, who spent over 20 years with the Combs-Gates chain of fixed-base operations – including several years as president – has been named president of the AMR-Combs Division. Anderson, who left Combs-Gates before the chain was acquired by the parent company of American Airlines, has been heading the FBO operations of Air BP in the U.S. for the past two years.

A SPOKESMAN for Piper Aircraft Corp. said Piper owner M. Stuart Millar was scheduled to meet officials of Aerospatiale at 3 p.m. Friday to discuss the possible acquisition of Piper by the French manufacturer.

CESSNA AIRCRAFT said the engineering prototype of its new Citation VII business jet began flight tests Feb. 2 and had accumulated six and one-half hours in five flights by the end of last week. The prototype is scheduled to log some 400 hours in approximately 225 flights before FAA certification, which is expected in January of 1992. The VII, a new version of the Citation III, is powered by twin Garrett TFE731-4 engines that each provides 4,000 pounds of thrust.

TRANSPORTATION DEPARTMENT'S fiscal 1992 budget proposal seeks $69 million for communications systems to be installed in DOT's proposed new headquarters building *(BA, July 30/34).* Total cost of the new facility, which would house more than 12,000 DOT, FAA and Coast Guard personnel in Washington, D.C., is estimated at $624 million, but most of the funds for the new building will be requested in the General Services Administration budget.

BUSH BUDGET PROPOSAL SEEKS 14 PERCENT INCREASE FOR FAA IN FISCAL 1992; HIGHER FUNDING LEVELS REFLECT HIGHER USER TAX RATES

The fiscal 1992 budget proposal President Bush submitted to Congress last week calls for $9.3 billion in funding for FAA programs, an increase of $1.1 billion, or 14 percent, above the levels enacted for the current fiscal year. Transportation Department officials said 75 percent of that $9.3 billion, $6.97 billion, will come from user fees on airline tickets, fuel, cargo shipments and the international departure fee, with the remaining 25 percent of FAA's budget to come from general fund revenues. Aviation authorization legislation enacted last year permits 75 percent of FAA's funds to come from the Airport and Airway Trust Fund; in years past the Trust Fund has accounted for 55-60 percent of FAA's total funding.

FAA documents show that the proposed $1.1 billion funding increase for FAA equals the amount of additional revenue that will flow into the Trust Fund in fiscal 1992 as a result of increases in aviation user taxes enacted as part of the reauthorization process last year. Those increased taxes, which went into effect in December on domestic airline tickets, freight waybill shipments, jet fuel and aviation gasoline, also will yield an additional $723 million in revenue in the last 10 months of the current fiscal year.

The fiscal 1992 budget calls for $4.457 billion for FAA operations, an increase of $420 million over fiscal 1991 levels enacted by Congress. The additional funding will provide for more than 700 additional FAA employees, including 100 new aviation inspectors, 178 civilian aviation security personnel and 450 controllers, which will boost the controller work force to 17,945 by the end of fiscal 1992.

For facilities and equipment, the Bush Administration requested $2.7 billion, a $605 million increase over

(Continued on the following page)

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BUSH BUDGET PROPOSAL *(Cont.)*
the fiscal 1991 level. Of the total, $1.1 billion is earmarked for equipment at air route traffic control centers, including $177 million for long range radar and another $608 million for automation equipment, of which $558 million will be used for the agency's Advanced Automation System. Another $701 million is designated for equipment at airport traffic control towers, including $123.2 million for terminal area radar and $193 million for terminal area automation. *(A breakdown of proposed funding levels for various F&E activities appears on Page 63).*

The budget proposal calls for $1.9 billion for grants under the Airport Improvement Program, a six percent increase over fiscal 1991 and $210 million for research, engineering and development.

LEARJET REDUCING EMPLOYMENT DUE TO ECONOMIC, PERSIAN GULF UNCERTAINTIES – Learjet Inc. began laying off approximately 90 employees last week, reflecting concern about the economic recession and the Persian Gulf War. President Brian E. Barents said the company had been carrying extra personnel for several months in anticipation of improved market conditions. "However, recent uncertainties created by the economy and the war in the Middle East have not justified the entire planned production increase. Last year we delivered 25 aircraft and seven were delivered in January of this year." Layoffs will include production and production support employees and some indirect salaried personnel.

Under Bombardier ownership, Learjet's new fiscal year began Feb. 1 and Barents said he expects the company will be profitable during 1991-1992. "While the domestic market is slow, our international business continues to be healthy and our service business is excellent," he said. Despite the layoffs announced last week, Barents said the company has openings for more than 50 engineers in its research and development programs. He said development of the new Model 60 remains on schedule *(see related item on Page 60).*

HOUSE APPROVES EXTENSION OF VETERANS' FLIGHT TRAINING BENEFITS – House of Representatives last week voted 402-0 to approve legislation that extends flight training assistance to veterans who served in the armed forces after Jan. 1, 1977. The legislation, H.R.180, is now pending before the Senate, which is expected to act on it soon after this week's Presidents Day recess. H.R.180, introduced by Rep. Timothy Penny (D-Minn.), chairman of the Veterans' Affairs education, training and employment subcommittee, resulted from a conference agreement between the House and the Senate in the last session of Congress. The bill closely resembles the legislation introduced by Sen. Thomas Daschle (D-S.D.), which was attached to an omnibus bill for veterans (S.2100) that was held up on the floor due to a controversial Agent Orange provision *(BA, July 16/17).* The measure, which will take effect April 1 if enacted, will cover 60 percent of the tuition and fees for flight training expenses incurred in pursuit of advanced ratings. The bill contains the same requirements as the current law: veterans must have a valid private pilots license and meet the medical requirements for a commercial license.

AOPA ENTREATS CONGRESS TO OMIT AIRCRAFT FROM BAN ON LEAD-BURNING ENGINES – Aircraft Owners and Pilots Association has asked several key congressmen to convince the Environmental Protection Agency to exclude aircraft from the Clean Air Act's ban on the manufacture of "non-road engines" that burn leaded gasoline. Clean Air Act prohibits the "manufacture, sale or introduction into commerce of any highway or non-road engine which requires leaded gasoline after model year 1992" *(BA, Jan. 21/21).* "Because of limitations in technology, a contrary interpretation of the Act will essentially bar the manufacture of any new piston-powered aircraft," AOPA President Phil Boyer wrote in a letter to congressional leaders. Boyer explained that high-powered, low-weight aircraft engines require high octane fuels, adding "Fuel producers tell us that it is currently impossible to manufacture the high octane gasoline required by aircraft engines without the addition of tetra ethyl alcohol. And most experts agree that aircraft engines which will burn lower octane unleaded fuel cannot be designed and produced in the foreseeable future." Boyer also echoed the industry's contention that even if this fuel could be produced, "For obvious market reasons, fuel refiners and distributors simply will not produce the tiny amounts of specifically formulated unleaded aviation gasoline which would be required by new piston-powered aircraft." Unison Industries President Rick Sontag, who serves as chairman of the General Aviation Manufacturers Association, previously estimated that general aviation uses less than two tablespoons out of every gallon of fuel used for transportation in the U.S.

GULFSTREAM AEROSPACE began flight tests this month of the cowling that will encompass the Free Turbine Noise Suppressor the company is developing to reduce noise and increase performance of Rolls-Royce Spey engines on Gulfstream II and III aircraft *(see photo on Page 64).*

* * *

VOLPAR AIRCRAFT CORP. has scheduled the first flight of its PW300-F20 aircraft this Tuesday at the Van Nuys, Calif. Airport. The re-engined Falcon 20 is powered by twin Pratt & Whitney PW 305 engines.

* * *

LEARJET INC. announced the appointment of Anne G. Beaurivage as senior attorney in the company's legal department. She will report to William H. Hensley, corporate secretary and legal counsel. Until recently, Beaurivage had been director of the Nebraska Department of Aeronautics, a position she had held since 1987. She served as a legislative assistant to Sen. Nancy Kassebaum (R-Kan.) during 1986 and 1987 and was involved in new and used aircraft sales from 1980 to 1985. She holds a law degree from Notre Dame University and an air transport rating.

* * *

ACCIDENTS INVOLVING 40 BUSINESS JETS that occurred during 1990 in both the U.S. and overseas are detailed in charts *on Pages 65-66.* Information was compiled by Robert E. Breiling Associates of Boca Raton, Fla., which specializes in analyses of business turbine aircraft accidents. Detailed narrative descriptions of the circumstances surrounding each business jet accident, plus those involving turboprops and turbine-powered helicopters, is available in the *1990 Turbine Aircraft Accident Analysis*, published by the company. For more information, contact Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900.

* * *

PAGE AVJET CORP. recently delivered Amway Corporation's newly outfitted and re-engined Boeing 727-100 corporate aircraft. Two of the aircraft's engines were replaced with Valsan conversion kits, bringing it into Stage III compliance. Page also installed a new VIP interior and performed avionics and navigational upgrades.

* * *

RYDER SYSTEM'S GENERAL AVIATION SERVICES DIVISION (Aviall) received FAA certification for its Dallas wheel and brake repair station. The facility is Aviall's fourth repair station with others based in Chicago, Teterboro and Atlanta. The station repairs and inspects aircraft and helicopter brakes and wheels, including propeller and rotor brakes manufactured by Aircraft Braking Systems, BFGoodrich, Parker-Hannifin, Bendix and Dunlop.

* * *

ALLISON GAS TURBINES will increase the power of its Model 250-C20R and -C30 series turbine engines in new versions producing 525 shp and 850 shp, respectively. The engines currently are rated at 450 shp and 650 shp. Allison expects to begin deliveries of the new engines by 1993. The new -C20R will have new aerodynamics in the hot section and the -C30 growth version will have a new, larger impeller.

* * *

MCCAULEY has replaced the propellers on more than 50 Cessna Conquest I aircraft with the new Black-Mac four-bladed propeller. The company, a Vandalia, Ohio-based division of Cessna Aircraft Company, said the conversion aids in reducing noise and improving climb and cruise performance. For a list of owners or for more information, contact McCauley at (800) 621-PROP.

* * *

AIR TRAFFIC CONTROL ASSOCIATION will hold a symposium and luncheon on March 5 at the Hyatt Regency Crystal City Hotel in Arlington, Va. The symposium and luncheon will focus on the FAA fiscal 1992 budget. For more information, contact ATCA at (703) 522-5717.

* * *

JAFFE HELICOPTER, of San Antonio, and Rocky Mountain Helicopters of Provo, Utah, have implemented a joint STC program to replace the MBB BK 117's Lycoming LTS101 engines with Allison 250-C30 powerplants. Allison is providing technical and engineering assistance for the conversion. Work will be performed at Heli-Air, Broussard, La., a wholly owned subsidiary of Jaffe.

FACILITIES & EQUIPMENT

SUMMARY OF REQUIREMENTS BY ACTIVITY

Activity	1992 Request
1. Air Route Traffic Control Centers	
a. Long Range Radar	$ 177,058,000
b. Automation Equipment	608,650,000
c. Other Center Facilities	318,457,000
	$ 1,104,165,000
2. Airport Traffic Control Towers	
a. Terminal Area Radar	123,207,000
b. Terminal Area Automation	193,000,000
c. Other Tower Facilities	385,543,000
	701,750,000
3. Flight Service Facilities	
a. Flight Service Stations	77,054,000
b. International Flight Service Stations	0
	77,054,000
4. Air Navigation Facilities	
a. VORTAC	37,681,000
b. Low and Medium Frequency Facilities	0
c. Instrument and Visual Landing System	141,969,000
	179,650,000
5. Housing, Utilities, and Miscellaneous Facilities	
a. Housing	5,500,000
b. Utilities and Miscellaneous Facilities	124,035,000
c. Provide Various Air Navigational Aids/Air Traffic Control Facility Improvements and Support	248,562,000
	378,097,000
6. Aircraft and Related Equipment	
a. Facilities and Flight Inspection	44,185,000
b. Training	13,035,000
c. Logistics, Job Performance, and Other	2,500,000
	59,720,000
7. Development, Test and Evaluation Facilities	
a. Buildings, Construction, and Improvements	14,200,000
b. Equipment	13,700,000
	27,900,000
8. Personnel Compensation, Benefits, and Travel	
a. Establishment/Improvement of Facilities	158,383,000
b. Flight Inspection	1,955,000
c. Factory Inspection/Contract Support	7,878,000
d. Aeronautical Center	3,448,000
	$ 171,664,000
TOTAL, ALL ACTIVITIES	$2,700,000,000

FAA Chart

1990 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-01-06	L-1329	Abort/overshoot during 3 engine takeoff	N96GS	FL	TO	Ferry	1	D
01-17	BE-400	Acft.lded. short, gear collapse followed	N3121B	MS	Ldg	Pass	-	S
01-18	L-23	Crash following rapid descent from FL290	N331DP	OH	Climb	Ferry	2	D
01-19	G-1159	Crash during app. to alternate in IMC	N46TE	AR	App	Pass	7	D
01-30	HS-125	Crash following reported fuel problem	G-OBOB	MO	Desc	Pass	1	D
02-03	NA-265	Ran off runway landing in IMC	N50CD	MI	Ldg	Pass	-	M
02-08	DA-20DC	Left gear failed to extend prior landing	N908FR	U.K.	Ldg	Cargo	-	S
02-23	MU-300	Hit snow bank during landing	N368PU	IN	Ldg	Tra	-	S
02-25	L-31	Gear up landing, fire followed	N984JD	China	Ldg	Demo	-	D
03-15	L-24	Inflight elec. fire, pax. inj. by smoke	N100VQ	FL	Cru	Pass	-	S
03-21	CE-550	Loss of elevator control during cruise	N570RC	TX	Cru	Pass	-	N
03-21	HS-125	Aileron lock-up during cruise	N802X	GA	Cru	Pass	-	N
04-02	L-35	On liftoff, wing hit rwy. Poss.eng.loss	N51[illegible]	CA	TO	Comm	-	D
04-06	1123	Tire failure TO, acft. ran off rwy. side	N35D	FL	TO	Ferry	-	M
04-06	L-25	Overshot ldg. on wet rwy, fire followed	T-CMY	Brazil	Ldg	Cargo	2	D
04-17	DH-125	Veered off runway during landing roll	N575	CA	Ldg	Pass	-	M
04-22	CE-501	Overshot ldg.Drag chute failed to deploy	VH-LCL	Aust	Ldg	Pass	-	S
04-25	L-25D	Severe wx.FL410.Total pwr.loss.Emerg.ldg.	XA-ROZ	TX	Clb	Pass	-	D
05-06	L-1329	Pilot injured by nose wheel tire failure	XA-GZA	NY	Pkd	Pass	-	M
05-11	CE-500	Flew into mountain IFR in IMC.	VH-ANG	Aust	App	Pass	11	D
07-12	CE-550	Gear failed to extend, gear up landing	G-BNSC	U.K.	Ldg	Pass	-	S
07-15	L-24	Skidded off runway during landing roll	N45CP	MI	Ldg	Ferry	-	S
07-18	MU-300	On ldg.,pilot rptd.no brakes, overshoot	N800TJ	WI	Ldg	Demo	-	S
07-20	G-II	Hit deer during landing	N14LT	WY	Ldg	Ferry	-	M
07-26	DA-10	Right main gear collapsed during landing	N220SC	MA	Ldg	Ferry	-	M
07-27	G-II	CAT encounter. Flight Attendant injured	N40MM	CO	Cru	Pass	-	N
08-03	DA-20	Experienced engine fire after landing	N457F	GA	Ldg	Ferry	-	M
08-13	1121	Undershot runway during landing	N301AJ	Mex	Ldg	Pass	1	D
09-01	CE-550SII	Hit deer during takeoff	N1865M	GA	TO	Pass	-	M
09-10	L-35	Hit deer during landing roll	N553M	MO	Ldg	Pass	-	M
09-11	MS-760	Crash initial climb during night VMC TO	N23ST	NM	TO	Pass	2	D

Source: Robert E. Breiling Associates

1990 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-09-16	L-24	Aircraft stolen. Overshoot rwy.landing	N500P	TN	Ldg	Theft	-	S
09-24	CE-500	Crash during instrument approach in IMC	N79DD	CA	App	Pass	4	D
10-03	CE-551	Anti ice sys. failure/fire during climb	N226N	WA	Clb	Pass	-	M
10-28	DA-50	Engine fan section separation in flight	N52DC	OH	Cru	Ferry	-	M
11-26	L-25B	Collided with truck taxiing, night/dark	N5LL	IL	Txi	Ferry	-	S
11-29	CE-550	Crash approach in marginal wx. fog/haze	N97QS	FL	App	Ferry	-	S
12-01	CE-550	Engine disintegrated T.O., routine abort	N185CF	GA	TO	Pass	-	M
12-16	CE-501	Landed short of runway	N86MT	WI	Ldg	Pass	-	M
12-22	*HU-25A	Mid air with CE 337 during patrol in VMC	USCG	FL	Cru	Patrol	-	M

* Not included as business aircraft accident/incident

Information presented is based on preliminary reports and may change as the investigation continues.

N - None; M - Minor; S - Substantial; D - Destroyed

Source: Robert E. Breiling Associates

C5800-36

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INTELLIGENCE

ALLEN E. PAULSON, Gulfstream Aerospace chairman and former chairman of the General Aviation Manufacturers Association, has pulled Gulfstream out of GAMA and joined Aerospace Industries Association. GAMA officials expressed regret at Gulfstream's departure from the organization, but said it will not have a major impact on GAMA's financial position or ability to function. Gulfstream's action temporarily reduces GAMA membership to 33 companies, but the Detroit Diesel Allison Division of General Motors is expected to formally join GAMA later this month.

GULFSTREAM also is engaged in some interesting discussions with the Commerce Department's Office of Patents and Trademarks, which issued a cease and desist order this month prohibiting Gulfstream from public disclosure of information regarding development of the company's Free Turbine Noise Suppressor system. The Commerce Department order is puzzling because Gulfstream officials have talked freely about the program, which involves major participation by the Soviet Lyulka Design Bureau, since it was first announced last summer *(BA, June 11/187)*. Gulfstream recently distributed photos of the cowling designed to house the FTNS system *(BA, Feb. 11/64)*.

NATIONAL AIR TRANSPORTATION ASSOCIATION is warning that action being contemplated by the United States Information Agency may have an adverse effect on flight training for foreign nationals conducted under the J-1 Visa program. NATA said USIA is preparing a notice of proposed rulemaking that suggests significant changes in the J-1 program. Those changes may include a limit on the number of foreign students who could take flight training in the U.S. and a reduction in the terms of their visas from the current 18 months to 12 months.

INDUSTRY, COMMUNITIES AT ODDS ON FAA'S AUTHORITY TO OVERSEE NOISE POLICY

Aviation industry and local communities, in comments sent to the Federal Aviation Administration regarding establishment of a national noise policy *(BA, Feb. 4/47)*, disagree on the extent to which a local authority can impose restrictions on aircraft.

National Business Aircraft Association said the Congressional mandate for a national noise policy allows local communities to adopt Stage 2 restrictions, but only "if certain requirements are met. The 1990 Act did not automatically sanction any restriction on Stage 2 aircraft," the association said. NBAA said the Airport and Airway Improvement Act of 1982 states recipients of federal airport grants must agree to keep their airports open to the public on "fair and reasonable terms and without unjust discrimination." FAA, however, has not tied noise restrictions to grant assurances because it did not have a national noise policy to follow, NBAA contended. "The 1990 Act changes the situation. It provides, for the first time, detailed statutory Stage 2 restrictions," NBAA said, that limit how far Stage 2 restrictions may go without violating grant assurances.

NBAA recommended that FAA use a contour of 65 dB as a "proper place to draw the line as to what would normally be 'fair and reasonable' access under grant assurances." NBAA added that FAA should require local municipalities to submit "clear and convincing evidence" on Stage 2 restrictions that exceed the limits necessary to achieve a 65 dB contour. "This 65 dB line of demarcation is well-established in FAA noise policy and regulations as well as in federal policy generally. Interagency guidelines... have used 65 dB as the appropriate boundary for compatible residential use. The 65 dB contour has also been used by FAA in reports

(Continued on the following page)

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FEDERAL AVIATION ADMINISTRATION Friday adopted new air traffic control procedures "to prohibit the current practice of authorizing aircraft at night to taxi onto a runway from an intersecting taxiway and hold there." Effective immediately, language added to the Air Traffic Control Handbook states that between sunset and sunrise, "do not authorize aircraft to taxi into position and hold at an intersection. Additionally, do not authorize an aircraft to taxi into position and hold at any time when the intersection is not visible from the tower." FAA action came two weeks after a USAir 737 landing at Los Angeles International Airport crashed into a Skywest Metro III, claiming 34 lives. Preliminary investigation of that accident indicates the SkyWest aircraft had been cleared onto the runway by a controller shortly before the collision.

* * *

JOHN BOPPART has been named president of Garrett's Auxiliary Power Division in Phoenix, Ariz. Boppart will report to Robert Choulet, president of the Allied-Signal Aerospace engine group, who has been acting president of the APU division since last February. Boppart, a 38-year veteran of Garrett, has been president of AiResearch Manufacturing Co., the forerunner of AiResearch Los Angeles Division, since 1986.

* * *

ACCIDENTS AND MAJOR INCIDENTS involving 54 turboprops that occurred during 1990 in both the U.S. and overseas are detailed in charts *on Pages 77-78.* Information was compiled by Robert E. Breiling Associates of Boca Raton, Fla., which specializes in analyses of business turbine aircraft accidents. Detailed narrative descriptions of the circumstances surrounding each accident/incident, plus those involving business jets and turbine-powered helicopters, is available in the *1990 Turbine Aircraft Accident Analysis*, published by the company. For more information, contact Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900.

* * *

FEDERAL AVIATION ADMINISTRATION'S Air Transportation Personnel Training and Qualifications Advisory Committee will meet Feb. 28 at Transportation Department headquarters in Washington, D.C. The meeting will include progress reports from the pilot training and cabin safety/operations subcommittee and working groups focusing on air carriers, general aviation and ab initio training. For more information, contact Jean Casciano in the Office of Rulemaking at (202) 267-9683.

* * *

MARC FRUCHTER, president of Marc Fruchter Aviation, purchased the assets and leases of the Million Air facility at Reading, Pa. Regional Airport for more than $1 million. The FBO will remain as part of the Million Air chain. Fruchter, who manages a seven-plane charter service, will operate Million Air Reading as a wholly owned subsidiary of his firm.

* * *

ALLIED-SIGNAL AEROSPACE COMPANY'S Garrett General Aviation Services Division has moved its engine shop facilities at Luton International Airport, U.K. into a 16,000-square-foot hangar. The new shop will provide major repair services for both TPE331 and TFE731 powerplants. Prior to the move, the engine shop only serviced TPE331 engines. Garrett said it expects to complete an additional 38,000-square-foot hangar later this year to increase its maintenance capabilities to include airframe and avionics services, fuel and aircraft hangarage and handling.

* * *

FEDERAL AVIATION ADMINISTRATION has scheduled a series of hearings to discuss local aircraft noise restrictions and a phaseout of Stage 2 aircraft. Hearings will be held on March 5 at the Ramada Hotel/Old Town in Alexandria, Va.; on March 11 at the Rosemont O'Hare Exposition Center in Rosemont, Ill.; and on March 14 at the Radisson Hotel in Seattle. Those wishing to present oral or written statements should contact Linda Williams in the FAA Office of Rulemaking, ARM-1, 800 Independence Ave., S.W., Washington, D.C. 20591; telephone: (202) 267-3484.

* * *

BEECH AIRCRAFT appointed Joseph Furnish as vice president-aircraft design and Stephan Hanvey as vice president-technical engineering. Furnish joined Beech in 1987 as division manager-Starship where he was responsible for all composite design engineering. He subsequently was promoted to division manager-aircraft design. Hanvey formerly served as deputy program manager on the AH-64 Apache helicopter program for McDonnell Douglas Helicopter Company in Mesa, Ariz.

1990 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-01-09	MU-2K	Crash landed in swamp short of runway	N606HB	FL	Ldg	Pers	-	S
01-17	CE-208A	Collided with mountain during cruise	N835FE	CO	Cru	Cargo	1	D
01-18	BE-100	Over run by ldg.airline during ldg.roll	N44UE	GA	Ldg	Ferry	1	D
01-19	MU-2B	Lost control TO following engine surge	N99SR	FL	TO	Pers	-	S
01-21	BE-300	Crashed landing, fire followed	HI578SP	S.Am	Ldg	Pass	-	D
01-23	MU-2B	Ldg. gear failed to extend, gr. up ldg.	N40RP	TN	Ldg	Cargo	-	S
01-29	CE-208B	Collided with trees/powerlines, takeoff	N4688B	VT	TO	Cargo	2	D
01-29	CE-208B	Struck ground following TO in IMC	N854FE	NY	TO	Cargo	1	D
01-31	CE-425	Crash during landing, VMC conditions	N6846D	GA	Ldg	Pers	-	S
02-05	G-159	Landed long, overshot runway	HK3316	S.Am	App	Pass	-	D
02-09	MU-2B	Taxi into other aircraft	N349MA	NJ	Txi	Cargo	-	S
02-09	MU-2B	Lost control clb.following eng.shutdown	N64MD	SD	Clb	EMS	1	S
02-13	BE-200	Crash during app. following power loss	N110LT	NC	App	Pass	2	D
02-13	BE-90	Nose gear collapsed landing	N57TM	PA	Ldg	Ferry	-	M
02-14	MU-2B	Rapid descent into ground from cruise	N300CW	TX	Desc	Pass	5	D
02-14	BE-200	Left main gear collapsed landing	N35EC	IO	Ldg	Pass	-	M
02-19	PA-31T	Landed hard following inst.appr. in IMC	N222GW	GA	Ldg	Pass	-	S
02-27	CE-208	Crash during ILS in IMC,icing conditions	N820FE	CO	App	Cargo	1	D
02-27	BE-100	Crash during instrument approach in IMC	N696JB	TX	App	Pass	-	D
03-05	CE-208A	Emerg.landing following power loss, cru.	N812FE	WY	Cru	Cargo	-	N
03-20	BE-200	Landed with rt. gear partially extended	N1128M	IN	Ldg	Pass	-	M
03-28	BE-100	Crash approach in IMC, fog, drizzle	N696JB	TX	App	Pass	-	D
04-01	SA-226	Ran off rwy. following engine out ldg.	N540MC	GA	Ldg	Pers	-	M
04-01	SA-227AC	Pilot "dozed off" overstressed aircraft	N27220	CA	Cru	Ferry	-	S
04-17	690A	Failed to extend landing gear prior ldg.	N57175	WI	Ldg	Pass	-	S
05-03	CE-441	Acft missing on flt. from Miami to Aruba	N1211C	Aruba	Cru	Pass	2	D
05-20	SA-226	During taxi, prop hit ground crew	N161RS	ID	Txi	Pass	1	M
05-28	KA-90A	Crashed 4 mi.short of runway, Algeria	N707CE	Algeria	Desc	Pass	6	D
06-06	CE-208A	Overran rwy. during engine out approach	N803FE	CA	Ldg	Cargo	-	S
06-20	PA-31T	Crash during precautionary approach,VMC	YV2200P	FL	Desc	Pers	1	D
07-02	MU-2B	Inflight propeller blade separation	N722DM	FL	Cru	Othr	-	M
07-14	CE-441	Crash, cause unknown. Columbia, SA	N5511WP	S.Amer	App	Pass	2	D
07-27	CE-208	Engine out app. crash short of runway	N105YV	NM	App	Cargo	-	S

Source: Robert E. Breiling Associates

1990 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-08-22	BE-90	Left main gear collapsed on landing roll	N20WST	FL	Ldg	Ferry	-	M
08-23	G-159	Veered left and crashed on lift off	N80RD	TX	TO	Pass	3	D
08-24	PA-31T	Crash following engine shutdown,IFR app.	N85HB	MA	App	Pass	3	D
09-06	MU-2	Veered on TO, crash on initial climb	N82MA	TN	TO	Ferry	1	D
09-22	690B	Crash into lake during approach in IMC	N81628	NY	App	Pass	-	D
10-02	BE-90C	Gear collapsed during landing roll	N7128J	FL	Ldg	Ferry	-	S
10-03	690B	Severe turb.encounter,uncontrolled desc.	N691WM	MD	Cru	Pass	-	S
10-12	SA-26AT	Fuel exhaustion during approach	N690X	PA	App	Ferry	-	D
10-12	690C	Disappeared from radar during cruise	N45Q	AK	Cru	Pass	3	D
11-03	680V	Pitched over into lake during VFR app.	N541F	FL	App	Pass	2	D
11-13	BE-90A	Crash on final during training flight	N2EP	FL	Ldg	Tra	3	D
11-16	690A	Nose gear coll. landing, training flight	N8535	AL	Ldg	Tra	-	S
11-29	PA-31T	Veered on short final, crashed inverted	N1879W	IO	App	Pers	1	D
11-30	CE-441	Veered off runway side during landing	N1WB	FL	Ldg	Pers	-	M
11-30	690A	Collided with mountains, night VMC	N400N	WA	App	Pass	5	D
12-04	690C	Hard landing, nose gear collapse	N840MD	WV	Ldg	Pass	-	S
12-05	CE-441	Crash, circumstanses unknown	F-ODUK	Tahiti	App	Pass	3	D
12-14	PA-31T-2	Inadvertent gear up landing	N888PT	TX	Ldg	Pers	-	S
12-17	BAe-31	Ran off runway during landing roll	N903FH	TN	Ldg	Pass	-	S
12-21	CE-208	Hit high terrain during cruise, night	N9444F	AK	Cru	Cargo	1	D
12-26	BE-90	Crash landing alongside roadway	N275DP	FL	Ldg	Pass	-	S

Information is based on preliminary reports and subject to change as investigation continues

Source: Robert E. Breiling Associates

C5800-30

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INTELLIGENCE

SOME COMPANIES that were still planning earlier this month to attend the Paris Air Show have now decided not to participate, citing concerns about a decline in the number of customers likely to be there, the threat of terrorist activity in the wake of the Persian Gulf War and the ever-increasing costs of the biennial Paris event *(see article on Page 80).*

GULFSTREAM AEROSPACE officials said the Commerce Department granted the company a waiver from an order the department had previously issued, that prohibited Gulfstream from discussing its Free Turbine Noise Suppressor (FTNS) system with persons outside the company. A Gulfstream spokesman told *BA* the company received word from Commerce late Thursday that it is now free to discuss FTNS development with anyone, including Soviet officials who have been deeply involved in the development program *(BA, Feb. 18/67).* Gulfstream still is under orders not to discuss the patent it has applied for *(BA, June 11/187),* but company officials say that will not interfere with development discussions. Issuance of the waiver clears the way for a nine-member Soviet delegation to visit Gulfstream headquarters in Savannah, Ga. this week.

LITIGANTS forced a week-long interruption in NTSB's investigation of the failed General Electric engine on a DC-10 that crashed in Sioux City, Iowa in July 1989. NTSB officials said last week that attorneys for two persons who filed suit against United Airlines, McDonnell Douglas and GE, secured a restraining order on Oct. 17, 1989 from the Circuit Court of Cook County, Ill. They claimed NTSB was destroying "evidence" and that GE – which was participating in the investigation – had a conflict of interest. NTSB also was ordered to conduct its examination of engine components in a "neutral" laboratory. A federal district court lifted the restraining order on Oct. 24, 1989, ruling that NTSB had discretionary authority to proceed with its investigation.

PIPER AIRCRAFT CORP. said it has a contract for the sale of its Lakeland, Fla. production facility and expects that transaction to close in mid-March. Piper, which is headquartered at Vero Beach, Fla., suspended manufacturing operations at Lakeland in September 1985 and has been seeking a buyer for that plant for some time. The Lakeland facility includes 195 acres of land and five buildings, with a total of approximately 700,000 square feet under roof.

FAA'S PROPOSAL to exempt most 135.1(c) operators from drug testing requirements is good news for most flight instructors *(BA, Feb. 18/69),* but a problem remains for CFIs employed by companies that provide both charter service and flight instruction. National Air Transportation Association officials say FAA's Office of Drug Abatement is interpreting the NPRM to require that flight instructors be tested for drugs if they are employed by Part 135 certificate holders – even if the flight instructors never conduct charter flights. NATA maintains that since most flight instructors are exempt from drug testing requirements, those who happen to work for Part 135 certificate holders should not be singled out for testing if they are not engaged in charter operations.

NTSB Chairman James Kolstad told a congressional hearing last week that "FAA has increased significantly its emergency revocation actions." Kolstad, appearing before the House Appropriations transportation subcommittee, said FAA appears to have initiated a new policy in January 1990 that resulted in a 93 percent increase in emergency appeals that are filed with NTSB. From Nov. 30, 1988 through Nov. 30, 1989, the board received 71 emergency appeals. During the same time frame the following year, Kolstad said NTSB received 137 emergency appeals.

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BUSINESS AVIATION BRIEFS

ALLISON GAS TURBINE DIVISION of General Motors Corp. became the 34th member of the General Aviation Manufacturers Association at GAMA's board meeting last week. The company's representative on the GAMA board is Blake Wallace, general manager of the division.

* * *

ACCIDENTS AND MAJOR INCIDENTS involving single-engine, turbine-powered helicopters that occurred during 1990 in both the U.S. and overseas are detailed in charts *on Pages 87-89.* Information was compiled by Robert E. Breiling Associates of Boca Raton, Fla., which specializes in analyses of business turbine aircraft accidents. Detailed narrative descriptions of the circumstances surrounding each accident/incident, plus those involving business jets and turboprops, is available in the *1990 Turbine Aircraft Accident Analysis,* published by the company. For more information, contact Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900.

* * *

AEROTECH COMMUNICATIONS of Montreal and Toronto became McIntyre Kennedy Inc. Marketing Communications this month, reflecting the purchase of the advertising and public relations firm from Solcom Group, Inc. by James R.O. McIntyre and Robert Kennedy. McIntyre and Kennedy, who previously worked for Aerotech, provide public relations and advertising support for a number of aviation firms, including Canadair, Innotech Aviation, de Havilland and Canadian Marconi. The Montreal office will remain at 1255 University, Suite 1618, Montreal, Quebec H3B 3X3 and the telephone and Fax numbers will remain unchanged: (514) 393-1080 and (514) 874-1900, respectively. The Toronto office will relocate next month.

* * *

ROLLS-ROYCE has joined six international companies and the New Energy and Industrial Technology Organization to study future supersonic and hypersonic transport propulsion systems. The Japanese government will fund the eight-year, $210 million project. Rolls-Royce will research a low-pollution combustor. Other participating companies include United Technologies/Pratt & Whitney, General Electric, SNECMA, Ishikawajima-Harima Heavy Industries, Kawasaki Heavy Industries and Mitsubishi Heavy Industries.

* * *

CHICAGO MIDWAY AVIATION SERVICES has joined the Million Air chain of fixed-base operations and the facility has been renamed Million Air Midway. The facility is owned by Dit Panfile, who also operates Million Air New Orleans.

* * *

AIRWORK has increased its warranty on Allison 250 engines to cover engine-change and other related costs during the first 500 hours or 12 months of operation following engine or module overhaul. Warranty includes parts, labor, freight and rental costs.

* * *

LUCAS WESTERN was selected by Ishida Aerospace to provide the preliminary design of the propulsion system combiner gearbox for the tilt-wing TW-68. The combiner gearbox will be used along with four Pratt & Whitney PT6 engines. First flight of the TW-68 is planned for 1994 with certification in 1997.

* * *

MIDCOAST-LITTLE ROCK, INC. received a contract from Atlantic Southeast Airlines to perform "D" check inspections on two de Havilland Dash 7 aircraft. Midcoast will perform structural inspection, NDI and X-ray testing. Midcoast-Little Rock is a full-service FBO and an authorized service center for Cessna, Piper, Twin Commander and Fairchild Aircraft.

* * *

AVIALL has designated Aerotecnica in Caracas, Venezuela and Aero Mercantil in Bogota, Colombia as authorized maintenance/overhaul centers for the Allison 250 engine. Aerotecnica is installing a new Allison 250 test cell in March, similar to the test cell Aviall installed at its facility in Pheonix last year. The Allison 250 engine is used on Bell 206, McDonnell Douglas 500, Agusta A109, MBB 105, Sikorsky S-76A helicopters and certain fixed-wing aircraft.

1990 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-01-11	UH-1B	Impacted terrain operating in marg.wx.	N15SX	TX	Cru	Ferry	1	D
02-04	B-206B	Crash while landing in blowing snow	N49573	WA	Ldg	Pass	-	S
02-07	B-205A-1	Collided with terr.during marg. wx. ops.	C-GNMJ	AK	Cru	Pass	6	D
02-10	B-206L	Crashed into water following lift off	N16664	NY	TO	Pass	-	D
02-22	B-206L	Collided with trees during landing, VMC	N41AA	MA	Ldg	Pers.	-	D
02-27	B-205	Fuel cont. malf. pwr.loss, lded.in trees	C-GROW	Cda	TO	Ferry	-	S
03-08	AS-350D	Autorotated into ocean,after eng. loss	N5778W	FL	Cru	Pass	2	D
03-12	B-206	Skid sunk in soft snow, helo rolled ovr.	N8KG	WA	Ldg	Pass	-	S
03-19	B-206	Hard ldg. roll over following power loss	N5016F	TX	Ldg	Pass	-	S
03-19	B-206	Power loss during initial climb, wtr.ldg.	N206AT	MO	TO	Pass	-	S
03-20	B-212	Tail rotor struck oil rig during landing	5N-AJS	Nigeria	Ldg	Tra	-	S
03-21	B-206	Mid air while on photo mission	N48U	TX	Cru	Photo	-	S
03-21	B-206	Mid air with above helicopter, photo flt.	N555TU	TX	Cru	Photo	-	S
03-25	MD-500	Hard ldg. following control problem	N5189K	GA	Maneu	Patrol	-	S
04-01	AS-350B	Water ldg. following engine malfunction	N350AP	Saipan	Cru	Pass	-	D
04-03	H-500C	Hard ldg. following power loss in cruise	N9128F	TX	Cru	Pers	-	S
04-05	SA-315B	Crash after entry into white out conditn.	N37907	AK	Cru	Pass	-	S
04-14	B-206B	Control loss during TO from frozen river	N1086Z	AK	TO	Pass	-	S
04-15	H-369HS	Hard landing following engine failure	N9138F	TX	Cru	Pass	-	S
04-15	FH-1100	Control lost during landing	N703H	AK	Ldg	Pers	-	S
04-17	B-206L-1	Hard water ldg. following engine loss	N1071A	GM	Cru	O.S.	-	M
04-17	B-212	RPM decay high elev. TO. Hard landing	C-GBHT	Cda	TO	Pass	3	D
04-20	B-205A	Control loss during logging operation	N67HJ	SC	Maneu	Ext.Ld	1	D
04-21	B-206B-3	Hard landing following power loss,cruise	N1075G	AK	Cru	Pass	-	S
05-03	H-369HS	Hit ramp vehicle during heli. pad ldg.	N9219F	HI	Ldg	Ferry	-	S
05-05	B-206	Hard ldg. during ground taxi in fog	N600HW	TN	Txi	Pers	-	M
05-08	B-206B-3	Skid stuck on TO, main rotor hit ground	N2187P	LA	TO	Pass	-	S
05-10	H-369E	Hard ldg. power failure, rotor hit tail	N5217N	CA	Ldg	Pass	-	S
05-12	B-206B	Collided with power lines during TO	N75SH	CA	TO	Pass	2	D
05-17	B-206B-3	Hard landing during FAA check flight	N53MA	ID	Ldg	Tra	-	S
05-18	H-369E	Passenger injured deplaning	N1602N	HI	Static	Pass	-	N
05-21	H-369D	Object fell from helo.injuring gr.crew	N8306F	WA	Hvr	Ext.Ld	-	N
05-23	H-500	Rudder pedals slipped fwd. Lded.in lake	N888S	WA	Ldg	Pass	-	S
05-23	SA-315B	Power loss during long line operation	N402AH	UT	Hvr	Ext.Ld	-	S
05-24	H-369FF	Hard ldg. following power loss in hover	N530R	CA	Hvr	Ext.Ld	-	S
05-24	H-369	Pax. fractured ankle disembarking	N1602N	HI	Static	Pass	-	N
05-29	B-206L-1	Main rtr. struck roof top during hover	N444JB	VT	Hvr	Ext.Ld	-	M

Source: Robert E. Breiling Associates

1990 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS (continued)

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-06-01	H-369HS	Engine failure TO, damaged landing	N436DS	NM	TO	Pass	-	S
06-05	H-500	Crashed during powerline patrol	N8315F	PA	Cru	Pass	-	S
06-21	H-369HS	Landed hard following wind shift	N4428F	WA	Ldg	Pass	-	S
06-23	H-369D	Mid air during formation photo flight	N8605F	HI	Cru	Photo	-	S
06-23	H-369D	Mid air during formation photo flight	N1103N	HI	Cru	Photo	-	M
06-30	AS-350B	Pass. walked into tail rotor	N101FW	WA	Static	Pass	1	S
07-06	B-206B-3	Ext.crew fatally inj. Hit high volt.line	N3894L	TX	Hvr	Ext.Op.	1	N
07-09	H-369	Inflight electrical fire, hard landing	N505WW	CA	Cru	Pass	-	D
07-10	B-206B-3	Tail rtr. shaft & turbine failure, hover	N73LM	NJ	Hvr	Pass	-	S
07-13	H-369D	Hit terr. following eng. out warning lt.	N58235	WA	Ldg	Pass	-	S
07-14	B-206L-1	Hard ldg.following uncontained eng.fail.	N300AH	AK	Ldg	Pass	-	S
07-18	B-206B	Lost control during hover	N4796B	AK	Hvr	Ferry	-	S
07-19	B-206	Pwr.loss init.clb.water ldg.Floats fail.	N206AT	MO	Ldg	Pass	-	S
07-21	AS-350D	Hit pwr.line during positioning flight	N3598F	LA	Hvr	Ferry	-	S
07-24	B-206B	Crash into water during photo flight	N2164Z	FL	Maneu	Pass	-	S
07-25	B-206	Hrd.ldg.following pwr.loss during cruise	N2292W	CA	Cru	Pass	-	S
07-26	FH-1100	Power loss cruise, hard landing	N442FH	MO	Cru	Pass	-	S
07-27	B-214B	Drive shaft failure, cruise,hard landing	N314RM	MT	Cru	Pass	-	S
08-04	B-206B	Fuel exh.hard ldg. Main rtr.cut tail off	N750LT	MA	Ldg	Pass	-	S
08-07	SA-315B	Power loss during ext.load oper.Hrd.ldg.	N351RM	WA	Hvr	Ext.Ld	-	D
08-07	B-206	Hit power lines during cruise flight	N49651	WV	Cru	Pass	-	S
08-07	SA-315B	Pwr.loss during hover with ext.load	N58000	AK	Hvr	Ext.Ld	-	S
08-13	BE-206	Tail rotor malf. Autorotated into bay	N2917W	CA	Cru	Pass	-	D
08-13	UH-1B	Collided with trees, maneu.with ext.load	N6789	CA	Maneu	Ext.Ld.	-	D
08-14	H-369A	Struck post during hover. Training flt.	N841LA	ND	Hvr	Tra	-	S
08-17	AS-350B	Emerg.landing following power loss	N26492	AK	Ldg	Pass	-	S
08-19	SA-316B	Inflight control malf/failure,crash ldg.	N83776	WY	Cru	Pass	-	D
08-22	B-206B	Mid air during photo flight	N250CA	CA	Cru	Photo	-	S
08-24	H-369A	Rolled on side during landing	N5012A	CA	Ldg	Pass	-	S
08-27	B-206B	Impacted terrain following lift off	N16933	WI	Ldg	Pass	5	D
08-30	B-206B3	Ext.ld.caught on obj.,cont.loss,hrd.ldg.	N59558	LA	Hvr	Ext.Ld.	-	S
08-31	B-206	Sling strap hit tail rtr., hard landing	C-GYGY	B.C.	Maneu	Ext.Ld.	-	S

Source: Robert E. Breiling Associates

1990 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS (continued)

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-09-09	B-206	Pwr.loss, ext.load oper.,forced landing	N385EH	AK	Hvr	Ext.Ld.	-	S
09-11	B-204B	Fire suppression flight, hit terrain	C-GKQH	WA	Maneu	Ext.Ld.	1	D
09-11	B-206B	Passenger walked into tail rotor	N3200N	HI	Static	Pass	-	M
09-11	B-206	On ldg.on helipad,acft.rolled backwards	C-GJQH	B.C.	Ldg	Pass	-	S
09-12	B-206L1	Flew into water, maneu. away from IMC	N882BT	TX	Maneu	Pass	1	D
09-14	H-369E	Power loss during flight, crashed ldg.	N50075	KY	Ldg	Pass	-	D
09-17	B-206	Hard ldg. due snow/ice on windscreen	C-GSHH	B.C.	Ldg	Ferry	-	S
09-21	H-500	Power loss approach, hard landing	N71552	LA	App	Pass	-	S
10-01	H-369E	Struck power line following takeoff	N381F	OK	TO	Pass	-	S
10-04	H-500D	Power loss during lift off	N1107G	AK	TO	Pass	-	S
10-23	H-369E	Mid air during law enforcement activity	N451DS	CA	Cru	Patrol	-	S
11-06	H-369E	Aircraft damaged landing, no other info.	N241JH	CA	Ldg	Patrol	-	S
11-08	SA-315	Long line entanglement, coll. with trees	N36012	WA	Hvr	Ext.Ld	-	D
11-10	H-369E	Aircraft damaged landing, no other info.	N234RF	CA	Ldg	Tra	-	S
11-15	AS-350	Loss of control during takeoff	N350CB	HI	TO	Pass	-	S
11-26	H-369D	Ext. line caught in tail rotor,hard ldg.	N1106Z	OR	Maneu	Ext.Ld	-	S
12-03	SA-316B	Hit terr.following sev.vibration in flt.	N316BS	UT	Cru	Pass	-	D
12-06	BE-206B	Dam.landing during practice autorotation	N2756P	FL	Ldg	Tra	-	S
12-07	BE-206B	Power loss due loose PC line, hit trees	N905CA	FL	Cru	Ext.Ld	-	S
12-08	H-369D	Power loss, hit post during autorotation	N1113L	HI	Hvr	Ferry	-	S
12-18	H-500	Power loss cruise, hard landing followed	N58240	HI	Cru	Pass	-	S
12-09	BE-206L1	Skid collapse during oil rig landing	N5753B	LA	Ldg	O.S.	-	S
12-09	AS-350	Experienced partial pwr. loss, ditched	N3792E	CostaRica	Cru	Pers	-	S
12-20	BE-206B3	Crash in Gulf, VFR in deteriorating wx.	N37AN	FL	Cru	Patrol	-	D

N - None; M - Minor; S - Substantial; D - Destroyed

Source: Robert E. Breiling Associates

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INTELLIGENCE

ENVIRONMENTAL PROTECTION AGENCY last week assured an industry coalition that it would discuss with its general counsel within the next few days whether piston-engine aircraft should be exempt from the Clean Air Act's ban on the manufacture and sale of non-road engines requiring leaded fuel after 1992 *(BA, Feb. 11/56)*. EPA, however, could not say when the general counsel would decide the matter. The coalition, comprising representatives from AOPA, GAMA, NATA, NBAA, Lycoming and Phillips Petroleum, emphasized in last week's meeting that a separate section of the Act already monitors GA aircraft emissions. They also noted that engine and airframe manufacturers do not have the capability to develop engines that would meet the new standards by 1993.

FOLLOWING ANOTHER LAYOFF last week, Piper Aircraft now has fewer than 400 workers on the payroll, approximately half the 750 on the job when M. Stuart Millar acquired the company in the spring of 1987 *(see article on Page 93)*. Piper had more than 1,400 workers in mid-1989 before financial problems forced the company to begin a series of layoffs.

GENERAL AVIATION MANUFACTURERS ASSOCIATION President James Gormley said last week most of the association's members have contacted the Internal Revenue Service with questions concerning the impending 10 percent luxury tax. The chief concern raised with the agency is the 30-hour limit on aircraft usage before a dealer would have to pay the 10 percent luxury tax. National Air Transportation Association told IRS the "safe harbor" provision should be raised to 250 hours of flight time. "This increase will provide an adequate utilization period in which the aircraft can be operated for demonstration and positioning purposes while the seller is negotiating the transaction," NATA said.

NOISE PROPOSAL USES 75,000 POUNDS AS CUTOFF FOR STAGE 2 PHASEOUT; OFFERS LITTLE PROTECTION FOR STAGE 2 BUSINESS JETS FROM LOCAL RESTRICTIONS

Federal Aviation Administration last week released a proposed national noise policy that exempts aircraft weighing less than 75,000 pounds from a Stage 2 phaseout, but states that initial studies do not justify providing those aircraft with the same protection from local restrictions as Stage 3 aircraft. Congress last fall ordered FAA to implement a national noise policy that called for a Stage 2 aircraft phaseout by the end of 1999 and directed the agency to study how the Stage 2 restrictions should apply to lighter aircraft *(BA, Nov. 5/177)*. The NPRM proposes to allow local airports to unilaterally impose restrictions on Stage 2 aircraft after preparing an analysis of the regulations and holding a comment period. Local airport authorities, however, must receive federal approval in order to impose restrictions against Stage 3 aircraft.

National Business Aircraft Association has contended that Stage 2 aircraft weighing less than 75,000 pounds should enjoy the same protection from local restrictions as commercial Stage 3 aircraft. NBAA said Congress intended that lighter Stage 2 aircraft should treated as the equivalent of Stage 3 aircraft, noting that noise levels of "small Stage 2 aircraft are comparable to single-event noise created by Stage 3 air carrier aircraft, and that small Stage 2 aircraft do not generally cause noise problems at airports served by air carriers." The notice of proposed rulemaking, which was published in the Feb. 28 *Federal Register*, said initial FAA study results differ from the NBAA views. "Study results thus far do not provide clear justification to treat Stage 2 aircraft under 75,000 in the same manner as Stage 3 aircraft," according to the NPRM. "Data...do not show

(Continued on the following page)

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BUSINESS AVIATION BRIEFS

GENERAL AVIATION SERVICES DIVISION of Ryder System (Aviall) was selected by Beech Aerospace Systems, Inc. (BASI) to provide repair, overhaul and support services for Pratt & Whitney PT6 engines on C-12 and U-21 military versions of the Beech King Air that BASI supports for the Air Force and Army. Aviall valued the multi-year contract at about $100 million. Aviall also supports Allison 250/T56, General Electric T700, P&W JT15D and Rolls-Royce Spey engines on aircraft operated by the government.

* * *

KC AVIATION, Dallas, Texas, received a Supplemental Type Certificate for the installation of a Honeywell TCAS II system on Gulfstream III aircraft. KC Aviation has completed two installations with a third in progress. KC Aviation facilities in Dallas and in Appleton, Wis. also are pursuing STCs for the system on other aircraft models. TCAS II system includes a TCAS II computer, dual Mode-S diversity transponders, a Mode-S/TCAS control panel, dual flat panel LCD displays, and one directional and three omni-directional antennas.

* * *

CITY OF LONG BEACH, Calif. has contracted with Technology Integration for the installation of its Airport Noise and Operations Monitoring System. Contract also calls for the replacement of the city's 16-microphone system with 18 new microphones and installation of a new computer network. Technology Integration also has installed its noise monitoring system at Fort Lauderdale Executive, Orlando International and Sarasota Bradenton Airports in Florida and Oakland International in California.

* * *

AIRCRAFT OWNERS AND PILOTS ASSOCIATION appeared before the Maryland House Committee on Ways and Means last week in opposition to legislation that would increase the state aviation fuel tax from five cents to seven cents per gallon. Legislation, H.B. 1058, was heard in committee last week and has not yet been scheduled for a vote. AOPA said in testimony it opposed the tax "because of the negative economic impact it will have on an important segment of our national transportation system. General aviation is already reeling from the effect of federal tax increases imposed last year by Congress."

* * *

FLIGHTSAFETY INTERNATIONAL has begun a 28-week ab initio training program for Tyrolean Airways pilots at its Flight Academy in Florida. The Innsbruck, Australia-based regional operates a fleet of Dash 7 and 8s. Regional flies from Innsbruck to cities throughout Europe including Frankfurt, Zurich, Amsterdam and Paris.

* * *

ACCIDENTS AND INCIDENTS involving multi-engine, turbine-powered helicopters that occurred during 1990 are detailed *in a chart on Page 98*. Information was compiled by Robert E. Breiling Associates of Boca Raton, Fla., which specializes in analyses of business turbine aircraft accidents. Detailed narrative descriptions of the circumstances surrounding each accident/incident, plus those involving business jets, turboprops and single-engine turbine helicopters, is available in the *1990 Turbine Aircraft Accident Analysis,* published by the company. For more information, contract Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900.

* * *

AERO SERVICES INTERNATIONAL INC. named Lyman Thorton as general manager of the Richmond, Va. FBO and Marshall Turner as general manager of the Raleigh-Durham facility. Thorton previously served as general manager of the New Orleans FBO from 1987 until 1989, when he took over as acting general manager of the Richmond facility. Turner joined Aero Services in 1988 and served as national avionics manager in 1990.

* * *

IBERIA PARISH, LA. AIRPORT AUTHORITY has applied to FAA for a grant to help fund a $315,900 study for an international freight handling terminal at Acadiana Regional Airport in New Iberia. Gulf Consulting Engineers, Baton Rouge, La., informally participated in the pre-application process. Airport Director Rock Lasserre estimated the facility will take three to five years to develop. He said the airport's 8,000-foot runway, room for expansion, existing facilities and proximity to South America suit it for this type of project.

1990 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-01-23	AS-355F	Crash during off shore ops.in marg. wx.	N5791N	LA	Cru	O.S.	1	D
01-30	BE-222	Struck TV tower wire during flight	N828WA	MI	Cru	Ferry	-	S
01-30	BK-117A	Emerg.ldg. following excessive vibration	N117M	WI	Cru	Test	-	S
03-06	BO-105S	Collided with powerlines during TO.	N105SM	AL	TO	Pass	-	S
03-12	S-58ET	Flew into water during night operation	EC-DDR	S.Leone	Cru	Pass	12	D
03-20	BE-212	Tail rotor hit windsock mast ldg. on rig	5N-AJS	Nigeria	Ldg	O.S.	-	S
04-17	BE-212	Rotor RPM decay liftoff,acft.landed hard	C-GBHT	Canada	Ldg	Pass	3	D
04-30	AS-332C	Descended into sea, night app.to ship	PK-POF	Indonesia	Ldg	Tra	-	S
05-14	B-222UT	Hard landing following loss of #1 engine	HI462CA	Santiago	Ldg	Pass	-	S
05-15	S-76	Ditched following engine fire warning	9M-AXW	China	Cru	Pass	-	S
06-12	S-76A	During mtnce. run-up, helo struck B-206	N15464	LA	Pkd	O.S.	-	S
07-16	S-58BT	Inflight engine fire, hard landing	N439DS	WA	TO	Ferry	-	S
08-01	S-76A	Acft. crashed into a hill, fire followed	JA9943	Hakone	Cru	Ferry	2	D
11-02	BE-412	Hit wires, night lift off from acc. site	N412UT	TN	TO	EMS	-	M
11-19	BO-105	Crash TO, cyclic disconnected prior flt.	N3536T	LA	TO	O.S.	1	D
11-23	SA-330	Crash shortly after TO, no other info.	-	Italy	TO	O.S.	13	D

Information is based on preliminary reports and subject to change as investigation continues

Source: Robert E. Breiling Associates

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INTELLIGENCE

REP. NORMAN MINETA (D-Calif.), member and former chairman of the House aviation subcommittee, last week charged that oil companies are "sticking it" to commercial industries with high prices and asked FAA Administrator James Busey to investigate the issue. He noted that although automobile fuel prices have declined, aviation fuel prices remain elevated. Aircraft Owners and Pilots Association agreed, saying avgas currently costs 15 percent more than before the Persian Gulf crisis with an average of $2.16 per gallon. "While prices have come down slightly from the high of approximately $2.20 per gallon, avgas prices are not returning to their pre-crisis levels at nearly the same rate as highway fuel prices," AOPA told the aviation subcommittee.

LIKELIHOOD of continued turnover in ownership of fixed-base operators is evidenced by a recent survey of National Air Transportation Association members. NATA President Larry Burian said one-third of the respondents said they were contemplating the sale of their facility, attempting to sell it or that the facility had changed hands in the past 12 months.

ROBERT SHOWALTER, president of Showalter Flying Service in Orlando, Fla., suggested last week that managing a fixed-base operation "should lead to a federal pension, since the time spent in understanding and complying with the various federal, state and local regulations and procedures occupies some two and one-half man-years" at his medium-size facility that employs 31 people. Showalter, who was addressing FAA's First Annual General Aviation Forecast Conference in Denver, said "the only possible efficiencies and bottom-line performance that all of this effort generates is the avoidance of some fines and penalties."

BUSEY SAYS HIGH COSTS TO BLAME FOR GENERAL AVIATION DECLINE; INDUSTRY REPS SAY GOVERNMENT REGULATIONS ARE PART OF THE PROBLEM

FAA Administrator James Busey last week said the agency expects "virtually no increase in [the number of] private pilots over the next 12 years," and attributed that projected lack of growth to the high costs of operating general aviation aircraft. Addressing FAA's First Annual General Aviation Forecast Conference in Denver last Thursday, Busey said that although FAA forecasters "expect a 50 percent increase in the general aviation turbine-powered fleet in the next 12 years, the number of single-engine piston aircraft will remain about what it is today. There'll be no growth in this segment." He added that the number of hours flown by single-engine piston aircraft will increase less than one-half percent per year in the years ahead. Hours flown by the entire GA fleet, including turbine-powered aircraft, are expected to increase only 1.4 percent per year during the 12-year period, from 35.4 million last year to 41.6 million in 2002. Busey noted that in the 1960s and 1970s GA fleet hours were growing by an average of six percent per year.

"Now why, in the world's leading aviation nation, is general aviation not in better shape?" Busey asked. "It's two one-syllable words: high costs. With each passing year, it costs more to buy a plane, to insure it, to maintain it and to put fuel in the tanks. Our figures show that it costs 83 percent more to operate a single-engine, piston-driven plane today than it did 12 years ago," he said.

Busey acknowledged that two efforts by FAA to increase the number of general aviation pilots, establishment of a new category of recreational pilot certificate and new standards for a basic primary aircraft – both of which were undertaken at the urging of GA groups – "so far have not paid off the way we had hoped." Busey observed that one of the industry's most pressing problems continues to be the soaring costs related to pro-

(Continued on the following page)

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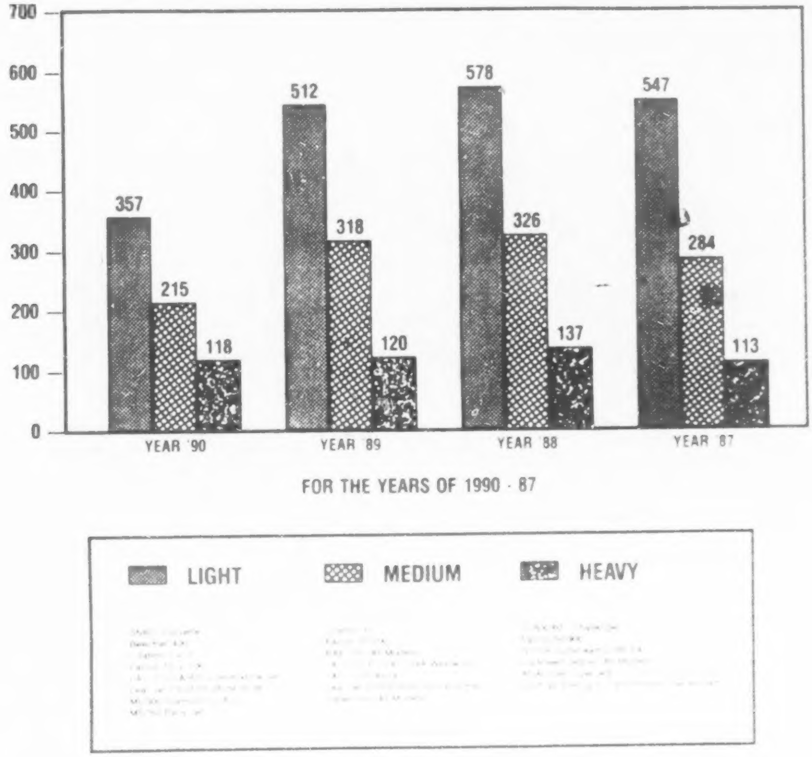
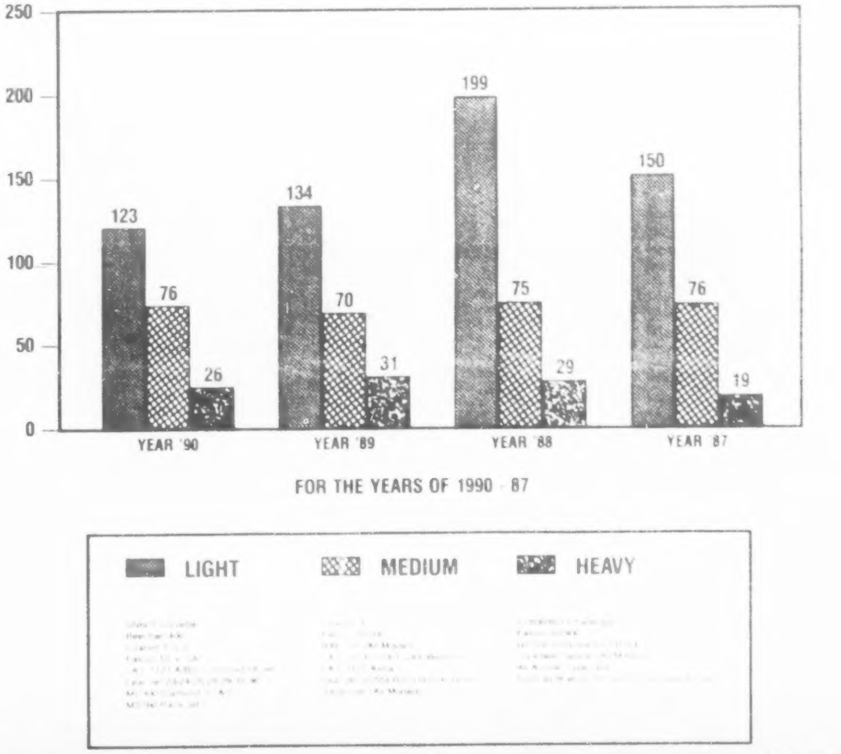
USED RETAIL JET DELIVERIES - NORTH AMERICA



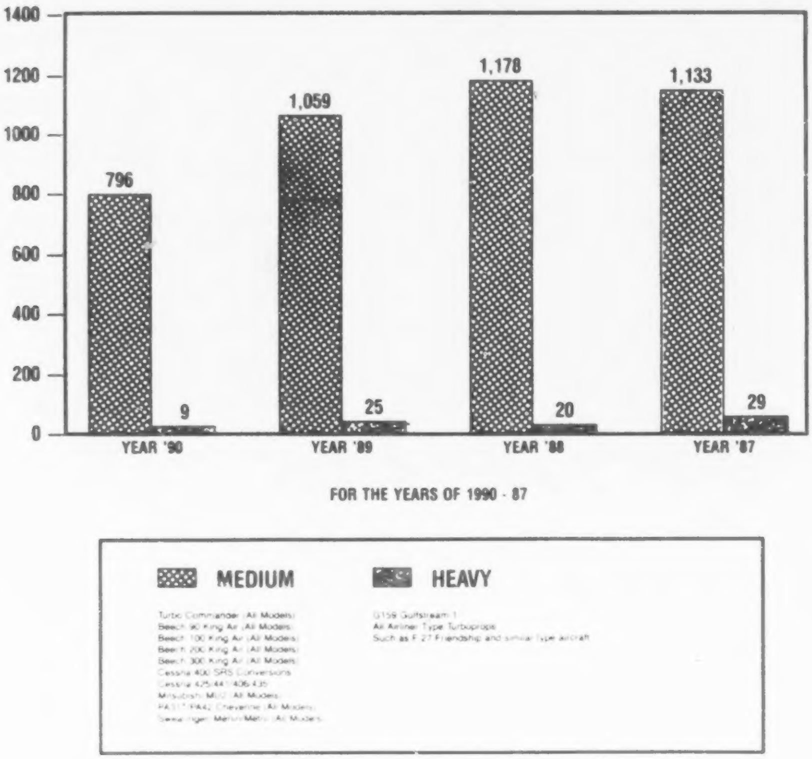
USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



SOURCE AVDATA INC WICHITA KS

JANUARY 91

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



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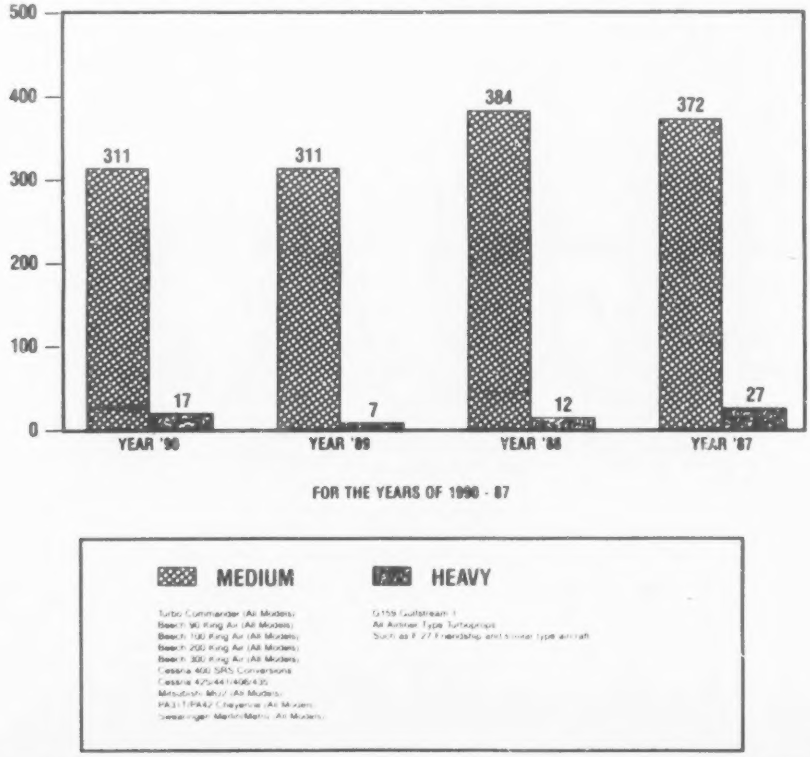
USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



FOR THE YEARS OF 1990 - 87

SOURCE AVDATA, INC., WICHITA, KS JANUARY '91

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Vol. 52 No. 13

INTELLIGENCE

FEDERAL AVIATION ADMINISTRATION officials said last week they anticipate publication "by the middle of the year" of a final rule requiring participation by disadvantaged business enterprises (DBE) in airport concessions. The DBE proposal was published a year ago and as written would have included fixed-base operators in the DBE requirements *(BA, May 21/161).* National Air Transportation Association has lobbied strenuously against inclusion of FBOs in the new rule, arguing that sponsor assurance agreements already mandate compliance with certain nondiscrimination requirements for aeronautical activities. FAA officials refused to say last week whether FBOs will be covered by the final rule.

STANLEY J. GREEN, vice president and general counsel of the General Aviation Manufacturers Association since January of 1970, said last week he plans to leave GAMA later this year. Green said he has been approached about joining several law firms. GAMA President James Gormley told *BA* the association is seeking candidates with engineering expertise and familiarity with airworthiness issues to replace Green in working with FAA, European airworthiness officials and GAMA's technical committees.

PAGE AVJET CORP. is quietly test marketing a new "platinum" credit card program for use by regular customers of the FBO chain. Use of its own credit card is designed to increase Page's yield from credit sales by eliminating commission payments to other credit card companies.

BICOASTAL CORP. has entered into an agreement with Southern Air Transport Inc., the Miami-based cargo carrier, under which SAT would "acquire certain assets and assume certain liabilities of Bicoastal's SimuFlite International Training division." SAT will assume all industrial revenue bond debt on SimuFlite's simulators and about $19 million in long-term debt on SimuFlite's headquarters and training facility in Dallas. Completion of the agreement is subject to approval of the court overseeing Bicoastal's bankruptcy proceedings and other government approvals.

FAA BANS OPERATION OF PIPER MALIBUS IN INSTRUMENT METEOROLOGICAL CONDITIONS

Citing the inflight breakup of seven Piper Malibus in the past 23 months, FAA last week prohibited the operation of the $400,000 single-engine aircraft in instrument meteorological conditions. The unusual restriction was effective immediately and applies to 518 aircraft – both the original Model PA-46-310P Malibu and the PA-46-350P Malibu Mirage – although only one of the accidents involved a Mirage.

FAA said it is investigating several reports of "in-flight breakup accidents" involving Malibus that "may have occurred during operations under instrument flight rules or conditions. The FAA has determined that because of the nature of these accidents, rulemaking in this area cannot wait until the investigation program is complete. This action requires immediate operational limitations on the affected airplanes...to minimize the exposure of these airplanes to operating conditions that may have contributed to the above accidents."

The emergency airworthiness directive requires installation of placards on the instrument panel stating: "Flight in instrument flight rule (IFR) meteorological conditions is prohibited." FAA said Malibu operators could continue to file IFR flight plans "provided visual flight rule (VFR) meteorological conditions are maintained. Flight into areas of known or forecasted moderate or severe turbulence should be avoided." The emergency AD also prohibits "use of autopilot, control wheel steering (CWS) button or vertical trim control for altitude

(Continued on the following page)

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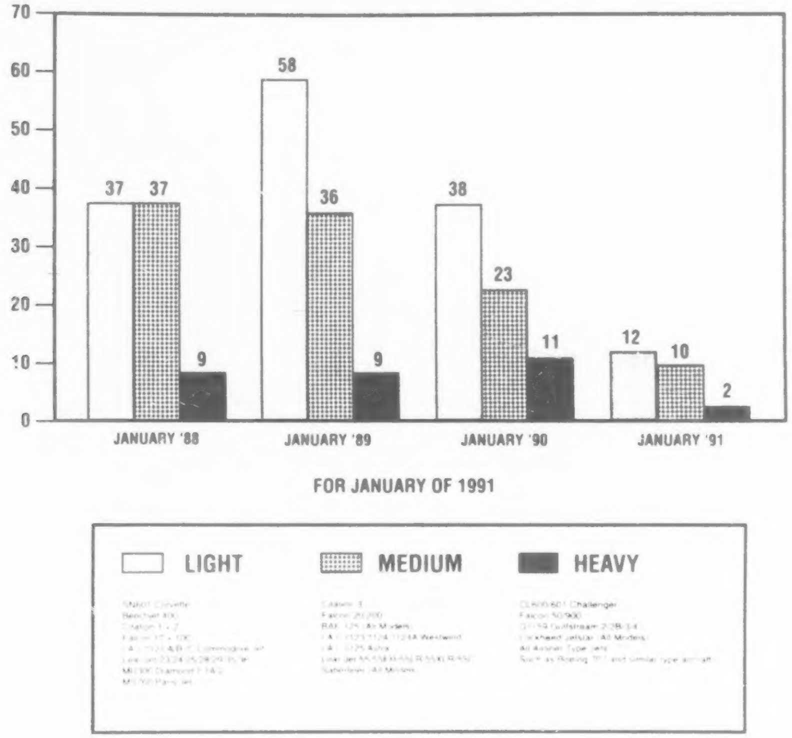
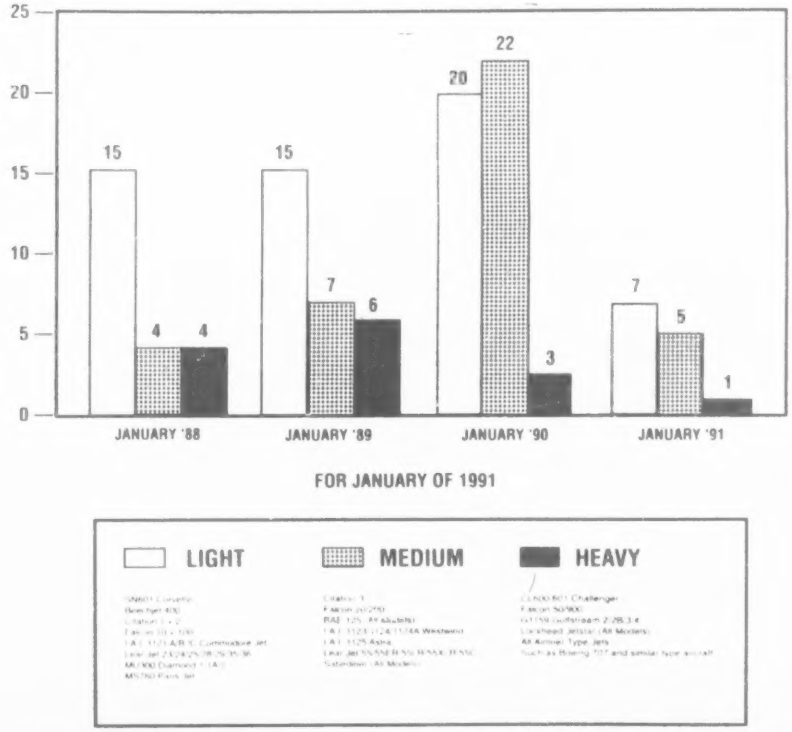
USED RETAIL JET DELIVERIES – NORTH AMERICA



FOR JANUARY OF 1991

USED RETAIL JET DELIVERIES – OUTSIDE NORTH AMERICA

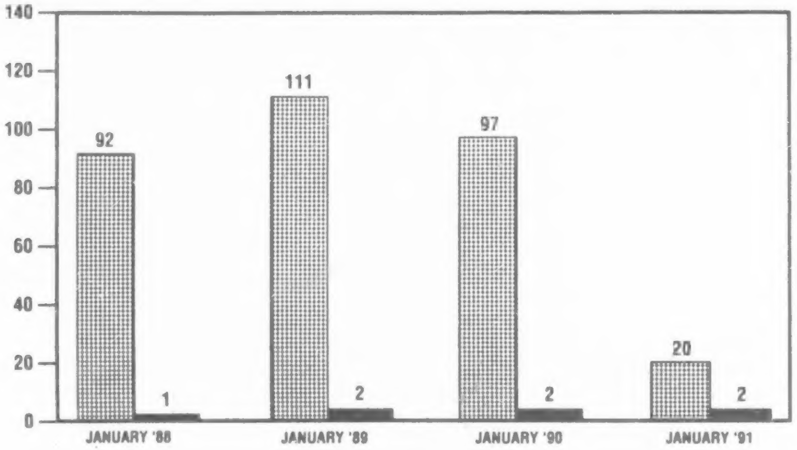


FOR JANUARY OF 1991

SOURCE: AVDATA, INC., WICHITA, KS

FEBRUARY '91

USED RETAIL TURBOPROP DELIVERIES – NORTH AMERICA



FOR JANUARY OF 1991

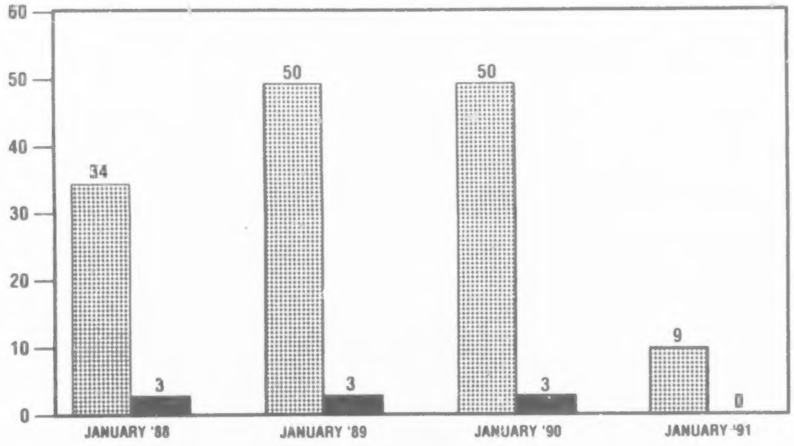
▨ **MEDIUM**

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

■ **HEAVY**

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES – OUTSIDE NORTH AMERICA



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SOURCE: AVDATA, INC., WICHITA, KS

FEBRUARY '91

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THE WEEKLY OF
BUSINESS AVIATION™

Business & Commercial Aviation
April 15, 1991

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FEDERAL OFFICIALS investigating a series of fatal accidents involving Piper Malibu aircraft *(BA, April 1/131)*, have scheduled two meetings in the next six weeks to review their findings. FAA is hosting what was termed "a kickoff meeting for a special certification review team" on April 18 in Kansas City. That session, which will include representatives of NTSB and industry, will "look at all aspects of the airplane" to determine if any elements of the certification process should be redone. A second meeting, sponsored by NTSB, will be held in Washington on June 4-5. An NTSB spokesman said the agency needs additional time to conduct tests of various flight instruments and their interface with the autopilot in the Malibu.

MEANWHILE, the Aircraft Owners and Pilots Association is pushing FAA to modify the current airworthiness directive, which limits the Malibu fleet to flight in VMC conditions *(see related article on Page 155).*

BRITISH AEROSPACE, INC. officials have been pitching some potential regional airline customers on contracts that would include ongoing maintenance and support contracts on aircraft being purchased or leased. For U.S. customers, work would be done at the former Arkansas Modification Center in Little Rock, that is expanding beyond its current role as a modification facility for corporate aircraft *(see related article on Page 155).*

NATIONAL BUSINESS AIRCRAFT ASSOCIATION, in its comments on FAA's proposed airport noise and access restrictions, reiterated its disappointment "that FAA has tentatively concluded that Stage 2 aircraft under 75,000 pounds should not be treated as Stage 3 aircraft for purposes of the rule." The association noted that "the additional noise contribution of small jets to airport noise on a national basis is two one-hundredths dB, a difference that gives real meaning to the term de minimis." Given the very small noise impact of small business jets, NBAA said the agency's final rule should "include specific provisions which guard against the indiscriminate 'tag along' restrictions on small Stage 2 aircraft by local airports whose real concerns are with larger aircraft."

FAA TO REQUIRE NEW INSPECTION LIMITS ON SOME TFE731 ENGINE DISKS

Federal Aviation Administration is expected to issue a new airworthiness directive this week that will sharply reduce the inspection intervals for fan disks in approximately 3,000 Garrett TFE731 turbofan engines. The National Transportation Safety Board issued a recommendation last month calling for inspections for cracks "in the blade slot area at substantially less than 3,300 service cycles and recurrent inspections at intervals that will preclude failure" on TFE731-2, -3 and -3R engines *(BA, March 25/123)*. The board's recommendation resulted from its ongoing investigation of the separation of the fan section and nacelle of the No. 1 engine on a Falcon 50 late last year *(BA, Nov. 12/189).*

FAA officials confirmed last week they were preparing an AD that will require inspections within the next 50-200 service cycles on fan disks on those engines. Engines with more than 2,800 service cycles will have to be inspected within the next 50 cycles, while those with between 2,300-2,800 cycles must be inspected within the next 100 cycles. The initial inspections involve use of dye penetrant, but eddy current inspections also will be required within the next 1,300 cycles or at the next major periodic inspection.

Garrett officials said the AD and a service bulletin it is issuing this week will apply to "non-lance shot

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BUSINESS AVIATION BRIEFS

CAMP SYSTEMS INC. has introduced an aircraft charter price quotation capability to its Andromeda system that is used for aircraft scheduling, maintenance and inventory. The new Andromeda Quote enables charter operators to provide trip quotations to potential charter customers while the customer is on the phone. The system incorporates decision tables where the user stores cost data, pricing methods for his operation and fuel burn data for each aircraft in his charter fleet. The system also can incorporate other data such as landing fees, passenger charges, crew expenses, fuel and related items. For information on the Andromeda Quote system, contact CAMP at (516) 588-3200.

* * *

INNOTECH AVIATION of Montreal, Quebec plans to use a specially equipped Falcon 20 to monitor and evaluate the growing oil slick that is polluting the Persian Gulf. Under a contract between the company and the Canadian government's Department of Supply and Services, the Falcon 20 will be based in Qatar and will perform aerial surveys of the oil slick to provide current data on the location, direction and intensity of the pollution. The Innotech Falcon 20 conducted similar missions following the Alaska oil spill. The Falcon 20 is equipped with a multi-spectral, electro-optical imaging sensor (MEIS) developed and owned by the Canada Center for Remote Sensing. The system records information from both the visible and near-infrared light spectra on high-density digital tape, measuring the relative thickness of the oil spill as well as its path and course.

* * *

PATRICIA WEIL, senior vice president-communications for the Aircraft Owners and Pilots Association, has resigned her post effective at the end of this month. Weil has been involved in AOPA's communications programs for the past seven years. She said she has been offered several contract and consulting opportunities that present new challenges.

* * *

ACCIDENTS AND INCIDENTS involving business jets, turboprops and twin-turbine helicopters that occurred since the beginning of the year are detailed *in charts on Pages 163-164.* Information was compiled by Robert E. Breiling Associates of Boca Raton, Fla., which specializes in analyses of business turbine aircraft accidents. Detailed narrative descriptions of the circumstances surrounding each accident/incident, plus those involving single-engine, turbine-powered helicopters, are available from Breiling. A review of accidents that occurred last year is available in the *1990 Turbine Aircraft Accident Analysis,* published by the company. For more information, contact Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900.

* * *

CANADAIR DIVISION of Bombardier has scheduled the rollout of the Canadair Regional Jet for 11 a.m. on May 6 at the company's Dorval plant.

* * *

NATIONAL AIR TRANSPORTATION FOUNDATION will hold a two and one-half day seminar on Line Service Supervisor Training next month. The course will be held May 22-24 at the Ramada Renaissance Hotel in Atlanta, Ga.

* * *

LTV AIRCRAFT PRODUCTS said it developed a new robotic abrasive water jet cutter system to fabricate parts for the B-2 bomber. The system, which uses high pressure water streams capable of moving at more than twice the speed of sound, is used for cutting aluminum, titanium and composite materials. The system evolved from an LTV-sponsored development effort with Flow Systems Inc. (subsequently renamed Quest, Inc.) of Kent, Wash. and Cimcorp. Inc. of Shoreview, Minn.

* * *

EASTERN AERO MARINE, Miami, Fla., will open a new West Coast service and support facility on May 1 near Los Angeles International Airport. The 5,000-square-foot building will include a gas shop and recertification facilities to service the company's line of life rafts and vests, escape slides, oxygen and carbon dioxide systems, fire extinguishers and brake bottles. For more information, contact Eastern Aero Marine at (305) 871-4050.

1991 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-11	L-25C	Crash during approach in heavy rain,IMC	PT-KKV	Brazil	App	Pass	5	D
02-15	G-II	Ran off runway landing, IMC conditions	N85EQ	OH	Ldg	Pass	-	M
02-13	L-35A	Crash during approach	N535PC	CO	App	Pass	3	D
02-18	DA-900	Uncontained engine failure during climb	N90EW	CO	Clb	Pass	-	M
02-23	1123	Overshot landing, main gear collapse	XA-POJ	Mexico	Ldg	Pass	-	S
03-01	CE-550	Left main ldg. gear collapsed landing	N1958N	GA	Ldg	Pass	-	S
03-04	L-35A	Veered off runway during landing	N136JP	OH	Ldg	Pass	-	S
03-15	L-35	Crash on approach in IMC conditions	PT-	Brazil	App	Pass	4	D
03-16	HS-125-1A	Collided with mountain, night departure	N831LC	CA	Clb	Pass	10	D
03-18	CE-650	Cowling separation during flight	C-GCFP	ID	Cru	Pass	-	M
03-18	L-25D	Crash landing, no further information	PT-LLL	Brazil	Ldg	Pass	4	D
04-02	CE-500	Hard ldg., windshear, nose gear collapse	N101AG	CA	Ldg	Pass	-	M
04-08	1124	Swerve, runway departure during takeoff	N41WH	CO	TO	Pass	-	S

Information is based on preliminary reports and is subject to change as investigation continues.

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1991 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-11	BE-90F	Pwr.loss init.clb.,following eng.change	N311DS	TX	Clb	Ferry	-	S
01-11	BE-200	Hard landing in IMC, icing conditions	N200MR	MO	Ldg	EMS	-	S
01-30	BE-200	Hit snowbank on rwy side.IMC,low vis.app.	N30SE	PA	Ldg	Pass	-	S
02-01	BE-200	Engine cowl separation in flight	N5584M	IN	Desc	Pass	-	M
02-22	MU-2	Crash following steep turn on takeoff	N274MA	OK	TO	Pass	3	D

1991 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-07	AS-332M	Crash during post mtnce. Tail rtr. failed	-	Singapore	Cru	Test	4	D
01-26	MBB-117B1	Struck mtn. cruise. IMC, night (dark)	N891GM	PA	Cru	Ferry	4	D
02-10	BO-105CBS	Sank following precautionary eng.out ldg.	N5413D	AK	Ldg	Pass	-	D
04-04	BE-412	Mid air with PA-600, crash in school yard	N78S	PA	Maneu	Pass	7	D

Information is based on preliminary reports and is subject to change as investigation continues.

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THE WEEKLY OF BUSINESS AVIATION™

Vol. 52 No. 16 INTELLIGENCE Page 165

ENVIRONMENTAL PROTECTION AGENCY plans to extend the deadline by which small fixed-base operators and other firms with underground storage tanks must prove financial responsibility for cleaning up fuel leaks and spills. The deadline for tank owners in EPA's Category 4 (those with 12 or fewer tanks) had been Oct. 26, 1991, but EPA has agreed to an extension as a result of concerns raised by the National Air Transportation Association and the petroleum marketing industry. Duration of the extension had not been determined as of last week. While that's good news for small operators, FBOs in Category 3 (those with 13-99 USTs) will have to meet the April 26, 1991 deadline for demonstrating compliance with financial responsibility requirements.

BRAZILIAN AIRCRAFT MANUFACTURER Embraer was shut down last week by a strike by some 5,000 employees seeking higher wages. Workers were reportedly seeking a 216 percent wage increase, but company officials said that as a state-owned company, Embraer could not offer any increases because of a government-ordered wage freeze. Officials were hopeful the strike would be resolved and workers would be back on the job this week.

A NUMBER OF STATES have enacted or are considering changes in their aviation fuel taxes. Idaho and Oregon have each approved fuel tax increases ranging from one-half cent to two cents per gallon and Texas and Maryland are considering one- and two-cent tax increases, respectively. Iowa officials will divert the balance in the state's aviation trust fund to the general fund on July 1 and all aviation fees collected for the next two years also will go into the general fund. North Carolina is considering elimination of the $1,200 cap on its three percent sales and use tax that is applicable to aircraft sales. On a brighter note, Colorado is considering legislation to ensure that taxes collected from the aviation community are used for aviation purposes and Arizona is considering decreasing its fuel tax to 3.9 cents a gallon for both avgas and jet fuel.

FLIGHT SAFETY FOUNDATION is facing a serious budget crunch due to a sharp drop in contributions and dues payments by its members. The organization has been forced to reduce its staff by 25 percent *(see article on Page 167).*

CESSNA'S MEYER LAUNCHING NEW CAMPAIGN TO UPGRADE OLDER AIRCRAFT

Cessna Aircraft Chairman Russ Meyer, warning that the nation's light aircraft manufacturing industry could virtually disappear by the end of the decade unless the number of accidents is reduced, said Cessna is developing a program aimed at improving the safety of older piston-powered aircraft. Meyer, in nearly identical speeches to the Society of Automotive Engineers early this month in Wichita and last week at the 36th annual Flight Safety Foundation Corporate Aviation Safety Seminar in White Plains, N.Y., said the industry needs to achieve a substantial reduction in the general aviation accident rate if light aircraft are ever going to be produced again in significant numbers by U.S. manufacturers. Cessna has not built a piston-powered aircraft since 1986, he said, because of the rapidly increasing costs of product liability lawsuits, adding that other GA manufacturers also have sharply curtailed their production of small aircraft. "Product liability has practically destroyed the industry," Meyer said, adding, "It would be a terrible blow if we allow this deterioration to continue."

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – FIRST QUARTER UNIT SHIPMENTS

AEROSPATIALE GENERAL AVIATION

		1st Quarter 91	Cal. Year
• Single-Engine			
TB-9	Tampico	11	11
TB-10	Tobago	11	11
TB-20	Trinidad	9	9
TB-21	Trinidad TC	0	0
TBM-700		0	0
Total		31	31

AMERICAN GENERAL AIRCRAFT CORP.

		1st Quarter 91	Cal. Year
• Single-Engine			
AG-5/B	Tiger	17	17
Total		17	17

(Quarterly Billings $1,428,000)

AVIAT (formerly Christen Industries)

		1st Quarter 91	Cal. Year
• Single-Engine			
S-1T	Pitts	0	0
S-2B	Pitts	8	8
A-1	Husky	9	9
Total		17	17

(17 Domestic)
(Quarterly Billings $1,396,915)

BEECH AIRCRAFT CORP.

		1st Quarter 91	Cal. Year
• Single-Engine			
BE-F33A	Bonanza	22	22
BE-A36	Bonanza	24	24
BE-36TC	Bonanza	4	4
• Multi-Engine			
BE-58	Baron	7	7
BE-58P	Baron	0	0
BE-76	Duchess	0	0
BE-C90-1	King Air	8	8
BE-200	Super King Air	7	7
BE-200C	Super King Air	0	0
BE-200T	Super King Air	0	0
BE-300	Super King Air	1	1
BE-350	King Air	8	8
BE-350C		0	0
BE-1300		0	0
BE-1900C	Commuter	10	10
Starship 2000		1	1
Beechjet 400A		3	3
Total		95	95

(Quarterly Billings $119,090,697)

BRITISH AEROSPACE

		1st Quarter 91	Cal. Year
• Multi-Engine			
BAe	Jetstream 31	8	8
BAe 146-100		2	2
BAe 146-200		0	0
BAe 146-300		3	3
HS-125-800A		1	1
HS-125-800B		4	4
Total		18	18

PILATUS BRITTEN-NORMAN

		1st Quarter 91	Cal. Year
• Multi-Engine			
BN-2B	Islander	0	0
BN-2T	Islander	1	1
Total		1	1

CANADAIR

		1st Quarter 91	Cal. Year
• Multi-Engine			
CL-601-3A		3	3
Total		3	3

CESSNA AIRCRAFT CO.

		1st Quarter 91	Cal. Year
• Single-Engine			
CE-208	Caravan I	14	14
• Multi-Engine			
CE-406	Caravan II	0	0
CE-550	Citation II	6	6
CE-650	Citation III	3	3
CE-560	Citation V	13	13
Total		36	36

(Quarterly Billings $115,331,658)

AVION-MARCEL DASSAULT

		1st Quarter 91	Cal. Year
• Multi-Engine			
AD-My.50	Falcon	2	2
AD-My.900	Falcon	4	4
Total		6	6

De HAVILLAND AIRCRAFT OF CANADA

		1st Quarter 91	Cal. Year
• Multi-Engine			
DHC-8	Series 100	8	8
DHC-8	Series 300	13	13
Total		21	21

EMBRAER

		1st Quarter 91	Cal. Year
• Single-Engine			
EMB-201A	Ipanema	•	•
EMB-711ST	Corison II	•	•
EMB-712	Tupi	•	•
EMB-720	Minuano	•	•
• Multi-Engine			
EMB-110	Bandeirante	•	•
EMB-120	Brasilia	•	•
EMB-121	Xingu	•	•
EMB-810D	Seneca II	•	•
EMB-820		•	•
EMB-821	Carajah	•	•
Total		•	•

FAIRCHILD AIRCRAFT

		1st Quarter 91	Cal. Year
• Multi-Engine			
Merlin IV-C		0	0
Metro III		1	1
Expediter		0	0
Total		1	1

(Quarterly Billings $3,871,225)

GULFSTREAM AEROSPACE

		1st Quarter 91	Cal. Year
• Multi-Engine			
G-IV	Gulfstream IV	7	7
Total		7	7

(Quarterly Billings $151,678,500)

ISRAEL AIRCRAFT INDUSTRIES

		1st Quarter 91	Cal. Year
• Multi-Engine			
1125	Astra	5	5
Total		5	5

LAKE AIRCRAFT

		1st Quarter 91	Cal. Year
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	3	3
Total		3	3

LEARJET CORP.

		1st Quarter 91	Cal. Year
• Multi-Engine			
LR-31		4	4
LR-35A		2	2

	1st Quarter 91	Cal. Year
LR-36A	0	0
LR-55C	2	2
Total	8	8

(6 Export)
(2 Domestic)
(Quarterly Billings $39,047,528)

MAULE AIR INC.

		1st Quarter 91	Cal. Year
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	0
M-6-235		0	0
MX-7-180	Lunar Rocket	2	2
M7-235	Super Rocket	3	3
MX-7-235		1	1
MX-7-420		1	1
MXT-7-180		6	6
Total		13	13

(6 Export)
(7 Domestic)
(Quarterly Billings $1,148,507)

MOONEY AIRCRAFT CORP.

		1st Quarter 91	Cal. Year
• Single-Engine			
M-20J	201 Lean Machine	17	17
M-20J	205	0	0
M-20K	231	0	0
M-20K	252	1	1
M-20L	PFM	0	0
M-20J	AT	0	0
M-20M	TLS	11	11
Total		29	29

(14 Export)
(15 Domestic)

PIAGGIO AVANTI

		1st Quarter 91	Cal. Year
•Multi-Engine			
P-180		*	*
Total		*	*

PIPER AIRCRAFT CORP.

		1st Quarter 91	Cal. Year
• Single-Engine			
PA-18-150	Super Cub	0	0
PA-28-161	Warrior	0	0
PA-28-161	Cadet	1	1
PA-28-281	Archer II	0	0
PA-28-236	Dakota	0	0
PA-28R-201	Arrow IV	0	0
PA-28RT-201	Turbo Arrow IV	0	0
PA-32-301	Saratoga	10	10
PA-32R-301	Saratoga SP	0	0
PA-46-350P	Mirage	1	1
• Multi-Engine			
PA-34-220T	Seneca III	9	9
PA-42-720	Cheyenne IIIA	1	1
PA-42-1000	Cheyenne 400	0	0
PA-44-180	Seminole	0	0
Total		22	22

	1st Quarter 91	Cal. Year
SINGLE-ENGINE	186	186
MULTI-ENGINE	147	147
GRAND TOTAL	333	333

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	1st Quarter			Calendar Year to Date		
	1991	1990	1989	1991	990	1989
Aerospatiale	31	40	20	31	40	20
American General	17	*	*	17	*	*
Aviat	17	20	*	17	20	*
Beech	95	87	78	95	87	78
British Aerospace	18	26	20	18	26	20
Britten-Norman	1	4	1	1	4	1
Canadair	3	6	3	3	6	3
Cessna	36	39	32	36	39	32
Dassault	6	7	10	6	7	10
De Havilland	21	10	14	21	10	14
Embraer	*	26	35	*	26	35
Fairchild	1	2	4	1	2	4
Gulfstream	7	6	7	7	6	7
Israel	5	1	1	5	1	1
Lake	3	5	6	3	5	6
Learjet	8	6	2	8	6	2
Maule Air	13	5	9	13	5	9
Mooney	29	37	14	29	37	14
Piaggio Avanti	*	*	*	*	*	*
Piper	22	57	129	22	57	129
Total	333	384	385	333	384	385

* Figures not available

C5800-30

THE WEEKLY OF
BUSINESS AVIATION™
Business & Commercial Aviation
April 29, 1991
Vol. 52 No. 17

INTELLIGENCE

NATIONAL AIR TRANSPORTATION ASSOCIATION is concerned about a proposed advisory circular that the association said "will eliminate the carriage of cargo in general aviation transport category airplanes by setting excessive and unreasonable standards for compartment capacities, location and emergency exit availability." NATA said that although the stated purpose of the AC is to provide "guidance" for operators of aircraft with Class A cargo compartments, it charged that "in reality, the draft AC establishes guidance that is totally unworkable and places the entire Part 135 cargo fleet in jeopardy of being grounded." The association said the AC restricts the size of cargo compartments and specifies that continued operation of aircraft with cargo and cargo/passenger configurations "are unsafe unless certain additional fire precautions are taken." In a message to its members, NATA said it is attempting to get FAA to modify the AC before it is adopted.

FEDERAL AVIATION ADMINISTRATION revised the airworthiness directive on Piper Malibu aircraft, lifting the prohibition on flights in instrument meteorological conditions *(BA, April 22/171)*. The revised AD, issued late on April 19, permits flight in IFR conditions but states that "flight into known or forecasted ice, thunderstorms, moderate or severe turbulence is prohibited." FAA said the change "maintains the same level of aircraft safety and allows for improved usage and operation of the airplane fleet."

HOUSE MINORITY WHIP Newt Gingrich (R-Ga.) last week warned that FAA must move at a faster pace with the modernization of the air traffic control system to avoid further deterioration. He said at an Aero Club luncheon that "the current structure of federal procurement makes it almost impossible to effectively manage the [ATC] system." He added that general aviation should be particularly concerned about the modernization effort because if the skies become over-congested, "guess who's going to be squeezed out first."

BRAZILIAN AIRCRAFT MANUFACTURER Embraer encountered major financial difficulties last year, reporting a net loss of just over 45 billion cruzeiros – about $494 million – compared with a net profit the previous year of 9.57 billion new cruzados (about $105 million), Brazil's currency prior to March 1990. The manufacturer said its capital structure had deteriorated because of excessive short-term bank financing to develop new aircraft.

THE "ARKANSAS SEAT" on the National Transportation Safety Board would be retained if President Bush's nomination of John A. Hammerschmidt to succeed James Burnett is approved by the Senate *(see related article on Page 177)*. Burnett, who was a traffic court judge in Arkansas, has been an NTSB member or chairman since December of 1981. Approval of the Hammerschmidt nomination would ensure an NTSB seat for someone with Arkansas connections for another five years and also would give NTSB two members who have a close relative or spouse serving in the House of Representatives. Hammerschmidt is the son of veteran legislator John P. Hammerschmidt (R-Ark.) and Susan Coughlin is the wife of Rep. Lawrence Coughlin (R-Pa.).

THE SENIOR HAMMERSCHMIDT, who is the ranking minority member on the House Public Works and Transportation Committee, introduced legislation last week that would permit airports to collect higher landing fees during peak hours. Legislation, H.R.2037, stipulates that those fees may "only be imposed on a nondiscriminatory basis." Bill establishes a three-year trial period for peak-hour fees, after which time DOT would be instructed to report to Congress on the results of the demonstration program.

NOW ONLINE WORLDWIDE

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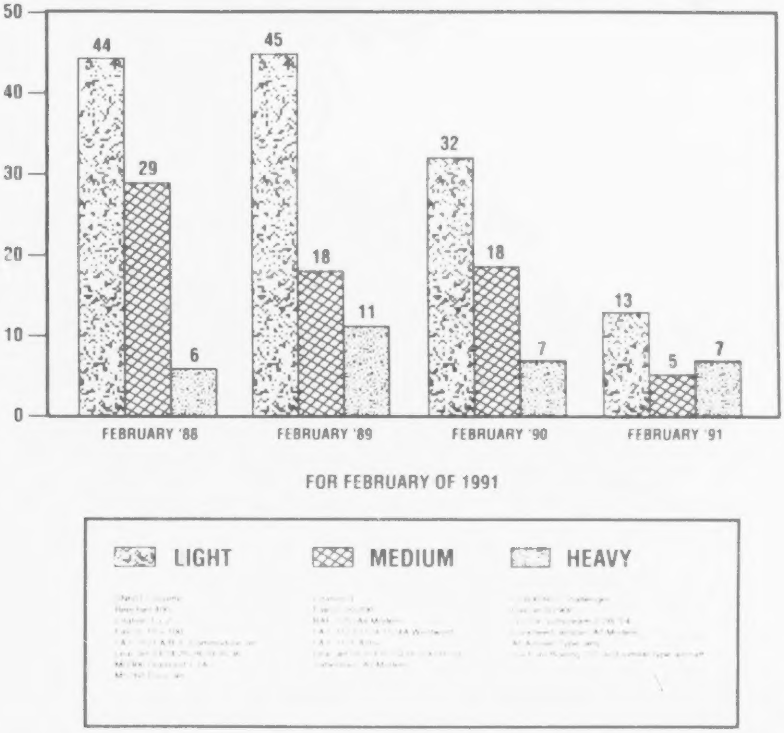
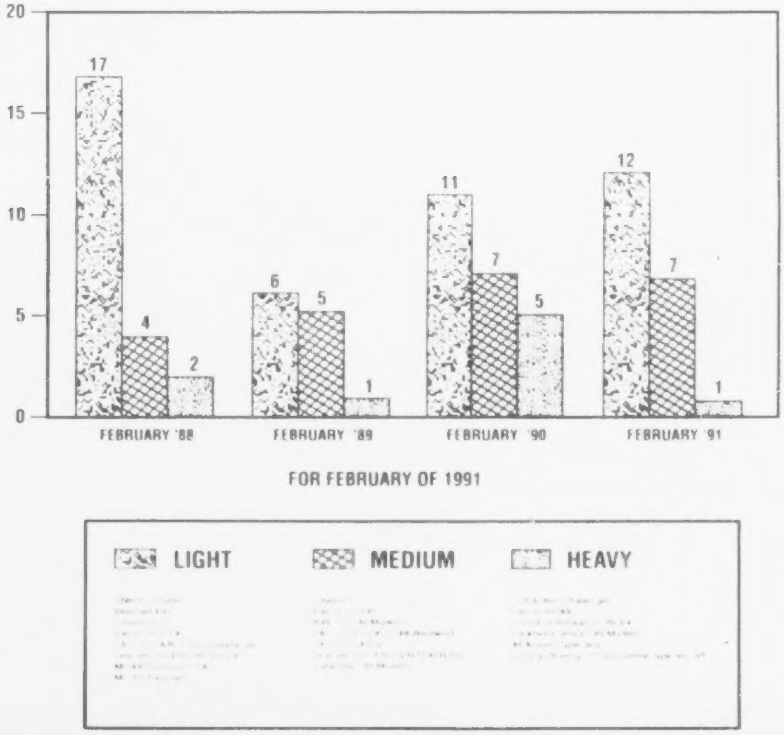
USED RETAIL JET DELIVERIES – NORTH AMERICA



FOR FEBRUARY OF 1991

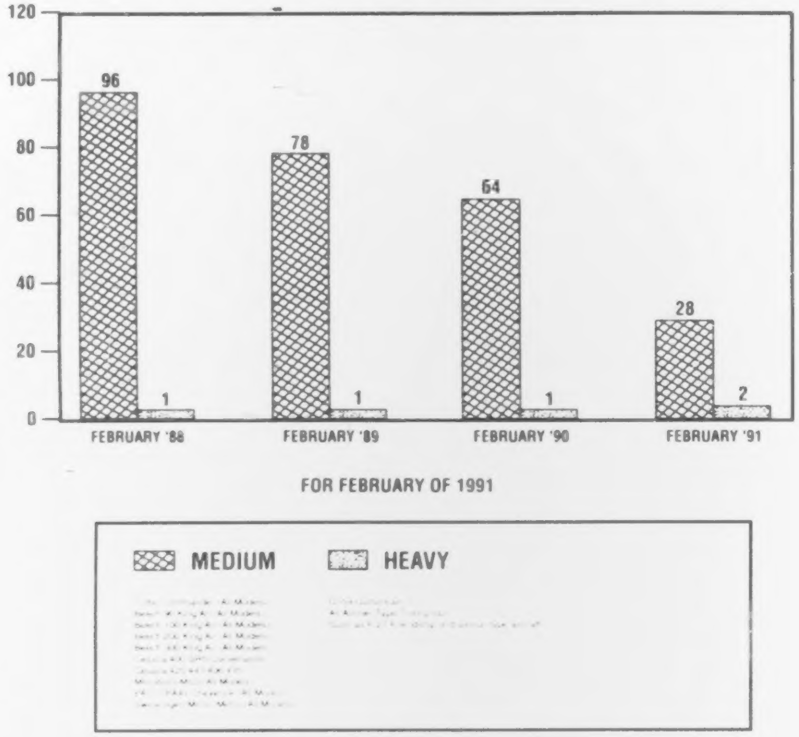
USED RETAIL JET DELIVERIES – OUTSIDE NORTH AMERICA



FOR FEBRUARY OF 1991

SOURCE AVDATA INC , WICHITA KS MARCH '91

USED RETAIL TURBOPROP DELIVERIES – NORTH AMERICA



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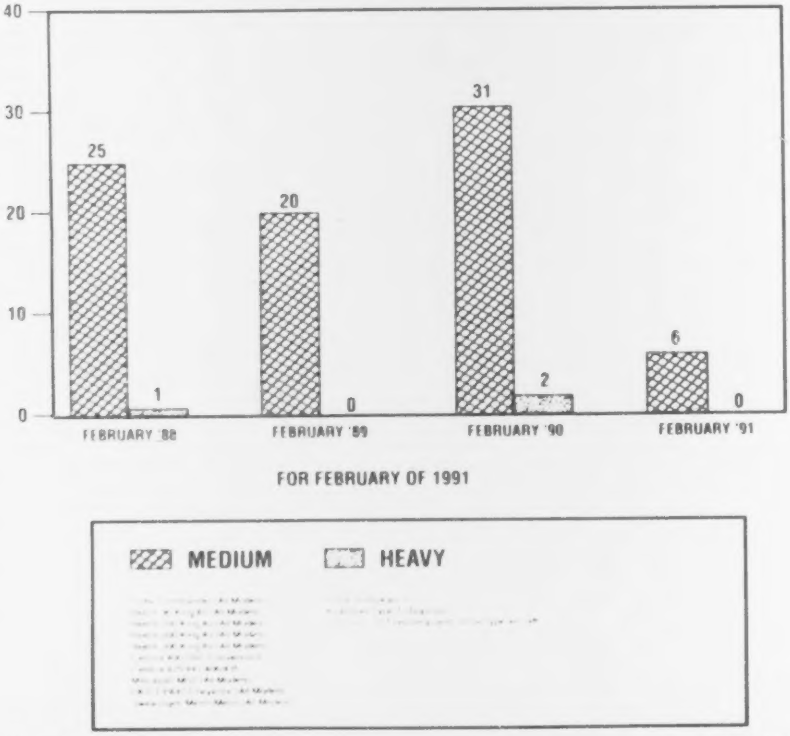

SOURCE AVDATA INC. WICHITA KS MARCH '91

C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 52 No. 20

INTELLIGENCE

AIRCRAFT MANUFACTURERS are beginning to see lost sales of new aircraft as a direct result of the 10 percent federal luxury tax that went into effect at the beginning of the year. Learjet officials said a customer who was financially qualified and wanted to buy a new Model 31 Learjet purchased a used aircraft because he was concerned that he would not be able to meet the 80 percent business use threshold necessary to avoid paying the luxury tax on a new aircraft. Beech has lost at least one new King Air sale for the same reason.

CHANGING OF THE GUARD at the Aircraft Owners and Pilots Association continued this month with the departure of Steve Bassett, who had been senior vice president-government and technical affairs. Bassett, a former television sports and news reporter, had been with AOPA for 11 years in several different policy and communications posts and is the second senior executive to depart since Phil Boyer replaced John Baker as president in January. Patricia Weil, who had been senior vice president-communications, resigned her post with the association last month *(BA, April 15/157).* AOPA has not announced a successor for either post.

LEARJET'S Model 60 prototype, a stretched Model 55 that incorporates new Pratt & Whitney 305 turbofans and a new Collins instrument package, may fly before the end of the month, but the company is saying officially the first flight will take place in early June. Three production Model 60s are on the assembly line, with the first scheduled to roll out next spring.

PIPER SELLS AEROSTAR TYPE CERTIFICATE TO MACHEN AFFILIATE

Financially beleaguered Piper Aircraft Corp. has sold the type certificate and supplemental type certificates for the Aerostar twin-engine piston-powered aircraft line to the owners of Machen, Inc., a Spokane, Wash. firm that has been developing and selling modification packages for Aerostars for many years. Piper said the certificates for the Aerostar line were to be officially signed over on May 18 to Aerostar Aircraft Corp., whose principals are Stephen Speer and James Christy, both of whom are principals in Machen, Inc.

Christy told *BA* last week that AAC's first priority will be providing "all the spare parts people have been waiting for." Because of its financial problems, Christy said Piper has been unable to get the vendor items needed to supply spares for current Aerostar owners, adding that the situation has resulted in considerable pent-up demand for new parts. AAC and Machen also will continue to provide various factory-option and modification packages – such as known-icing kits and hot-plate windshields – for the more than 800 Aerostars still in service. Those operations will be handled by the existing work force of approximately 20 people.

Piper said all support requirements for the Aerostar line, such as parts, technical data and manuals will be handled directly by AAC. Piper will continue to sell its present inventory of Aerostar spare parts until it is depleted and also will act as a supplier to AAC "for an indefinite period while they make the transition in assuming all support responsibilities." Piper also will continue to offer initial and recurrent pilot training programs at its Vero Beach, Fla. facility.

In addition to the ongoing parts business, Christy said a newly formed corporate entity, Star Jet Corp., is attempting to win FAA approval of a modification program to convert pressurized Aerostars from piston to jet power with the installation of Williams/Rolls-Royce FJ-44 turbofans. Christy said the firm has held extensive discussions with Williams International about using the 1,900-pound turbofans on the Aerostar airframe and has applied to FAA for a waiver to permit the modifications to be performed under a supple-

(Continued on the following page)

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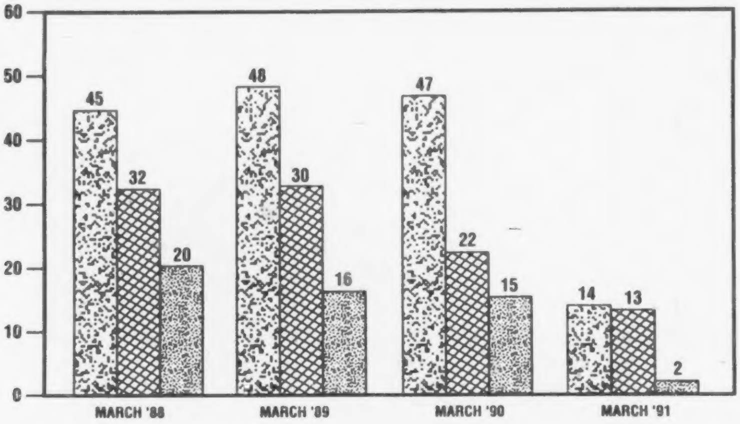

FOR MARCH OF 1991

▨ LIGHT	▨ MEDIUM	▨ HEAVY
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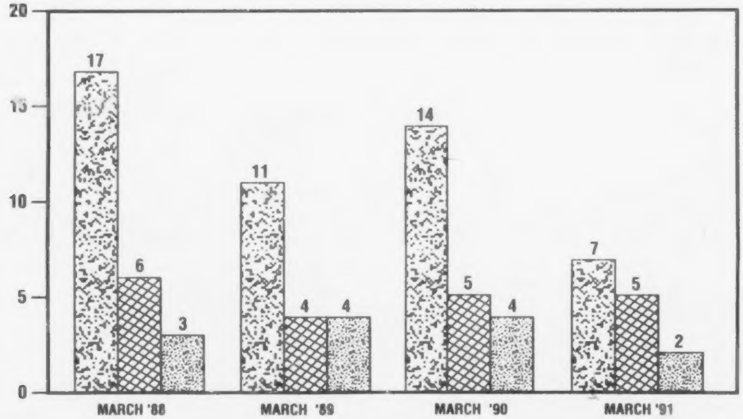

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SOURCE: AVDATA, INC., WICHITA, KS

APRIL '91

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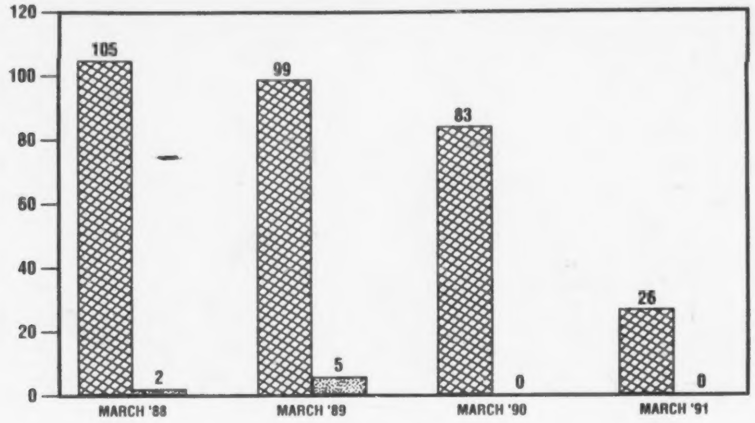

FOR MARCH OF 1991

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Turbo Commander (All Models)	G159 Gulfstream 1
Beech 90 King Air (All Models)	All Airliner Type Turboprops
Beech 100 King Air (All Models)	Such as F-27 Friendship and similar type aircraft
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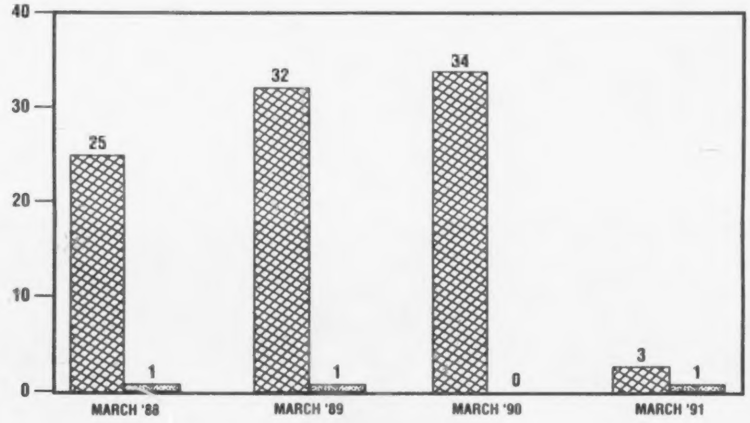

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SOURCE: AVDATA, INC., WICHITA, KS. APRIL '91

Airport and Airway Trust Fund
Income Statement
October 1, 1990 - March 31, 1991

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ (3,300,000.00)	$ 52,737,000.00
Transportation by Air, Seats, Berths, etc.	353,400,000.00	1,947,032,000.00
Use of International Travel Facilities	7,000,000.00	102,952,000.00
Transportation of Property and Cargo	12,000,000.00	98,974,000.00
Gasoline:		
Commercial 9 cents tax	(35,000.00)	1,347,000.00
Non-commercial 9 cents tax	(800,000.00)	11,429,000.00
Non-commercial 2.9 cents tax	0.00	1,826,000.00
Total Tax Receipts	$ 368,265,000.00	$ 2,216,297,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 0.00	$ (9,530.00)
Aviation Fuels Commercial	5,285,740.00	7,342,000.00
Gas Retailers Tax	0.00	102,760.00
Gasoline Manufacturer's Tax	0.00	0.00
Aircraft Use Principal	0.00	0.00
Total Reimbursements:		
Tax Receipts	$ 5,285,740.00	$ 7,435,230.00
Net Tax Receipts	$ 362,979,260.00	$ 2,208,861,770.00
Interest on Investment	$ 1,742,566.00	$ 330,979,927.97
Accrued Interest Income	111,579,836.69	324,898,519.97
NET RECEIPTS	$ 476,301,662.69	$ 2,864,740,217.94
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ (7,710.00)
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (486,070,750.00)	$ (2,385,849,500.00)
National Oceanic and Atmospheric Administration (NOAA)	(8,630,250.00)	(17,260,500.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (494,701,000.00)	$ (2,403,110,000.00)
TOTAL OUTLAYS/TRANSFERS	$ (494,701,000.00)	$ (2,403,102,290.00)
SURPLUS/(DEFICIT)	$ (18,399,337.31)	$ 461,637,927.94

(Continued on Following Page)

Source: AVITAS, Inc. from Treasury Department data for The Weekly of Business Aviation

Airport and Airway Trust Fund

Balance Statement
As of March 31, 1991

ASSETS		
Undisbursed Balances:		
Available for Investment	$ 571.77	
TOTAL UNDISBURSED BALANCE		$ 571.77
Receivables:		
Interest Receivables	$ 324,898,519.97	
TOTAL RECEIVABLES		$ 324,898,519.97
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-3/4% matures 6/30/91	354,278,000.00	
8-5/8% matures 6/30/91	88,248,000.00	
8-7/8% matures 6/30/91	$ 14,311,532,000.00	
NET INVESTMENTS		$ 14,754,058,000.00
TOTAL ASSETS		$ 15,078,957,091.74
LIABILITIES & EQUITY		
Beginning Balance	$ 14,617,319,163.80	
Net Change	461,637,927.94	
TOTAL EQUITY		$ 15,078,957,091.74
TOTAL LIABILITIES & EQUITY		$ 15,078,957,091.74

Activity Report
October 1, 1990 - March 31, 1991

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 25.00	$ 1,404,554.41
Grants-in-Aid	25,454,720.45	(142,953,167.09)
Facilities & Equipment	35,694,255.51	62,034,688.67
Research Engineering Development	6,431,011.12	15,111,712.77
TOTAL UNDISBURSED BALANCE	$ 67,580,012.08	$ (64,402,211.24)
EXPENSES		
Operations	$ 166,895,725.00	$ 1,001,374,350.00
Grants-in-Aid	129,545,279.55	774,604,145.19
Facilities and Equipment	113,980,744.49	647,065,235.07
Research Engineering Development	8,068,988.88	70,735,528.62
NOAA Aviation Weather Services	8,630,250.00	17,260,500.00
TOTAL EXPENSES	$ 427,120,987.92	$ 2,511,039,758.88
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (486,070,750.00)	$ (2,385,849,500.00)
National Oceanic and Atmospheric Administration (NOAA)	(8,630,250.00)	(17,260,500.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (494,701,000.00)	$ (2,403,110,000.00)

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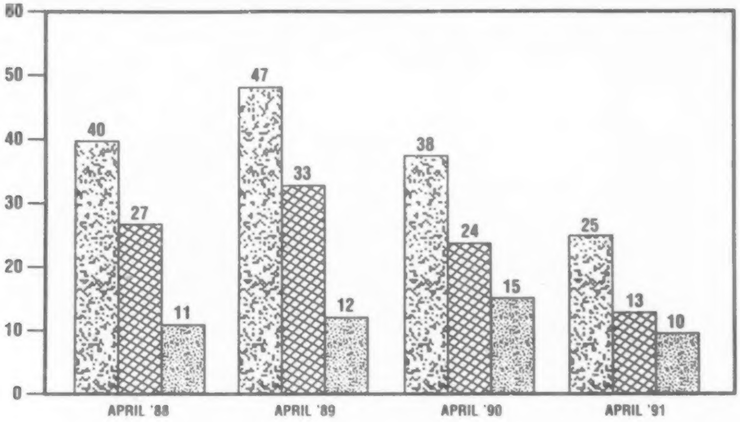

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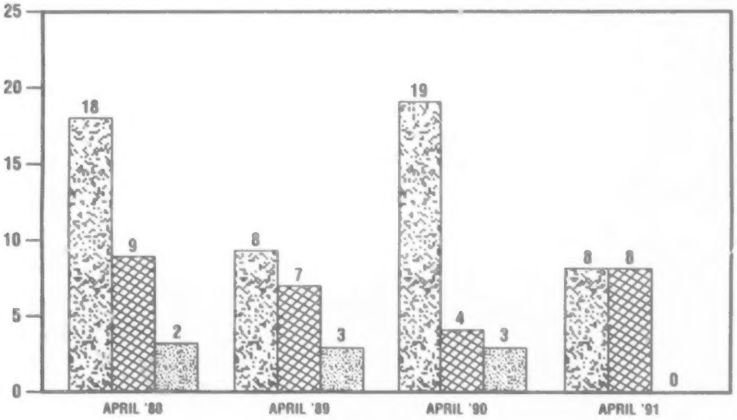

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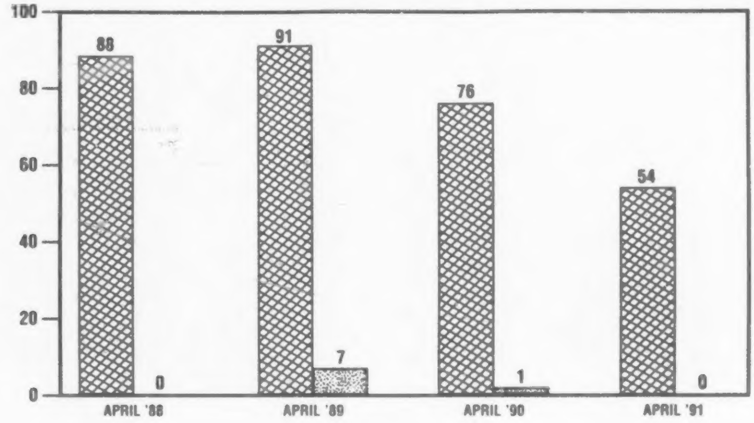

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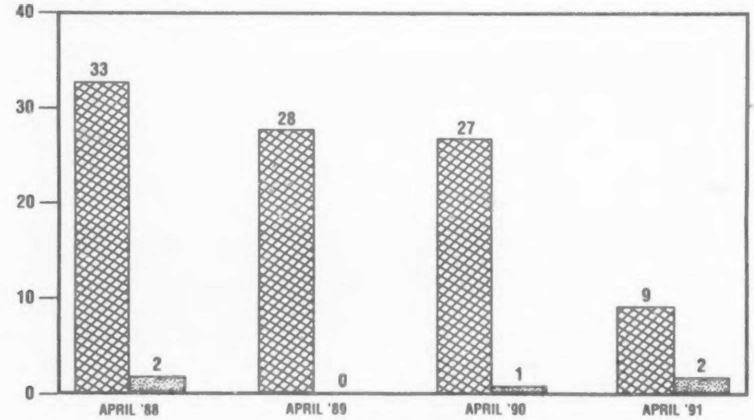

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C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 53 No. 3

INTELLIGENCE

BRITISH AEROSPACE, which has been successful in marketing its BAe 125 business jets in Brazil, is seeking partners in that nation to help establish a 125 service center. There are approximately 20 BAe 125s operating in Brazil, including 11 of the company's latest 125-800 models, and establishment of a service center in the country would bolster prospects for additional aircraft sales.

CHARLES W. DIEKER, 56, executive vice president of marketing at Beech Aircraft, has decided to retire at the end of the year. Dieker, who has been with Beech since 1965 and has headed the company's marketing operations since 1985, told *BA* his retirement has been planned for some time and that the time between now and the end of the year should permit an orderly transition by his successor.

ENVIRONMENTAL PROTECTION AGENCY has received yet another letter from Congress questioning the applicability of the Clean Air Act to piston aircraft engines. Most recent letter was sent last week by Rep. Dan Glickman (D-Kan.), who supported an exemption of aircraft engines from the 1992 ban on the manufacture of engines requiring leaded fuel. Glickman said Congress did not intend to include aircraft engines in the ban, adding that inclusion could compromise safety. Glickman's letter is at least the fifth from Congress to EPA on this matter – Rep. John Dingell (D-Mich.) wrote the agency at least three times and leaders of the Public Works and Transportation Committee sent a letter strongly supporting an exemption *(BA, June 24/261).*

NATIONAL TRANSPORTATION SAFETY BOARD is investigating the possibility that a nearly new Robinson R-22 that crashed this month in Phoenix was felled by a model rocket. The aircraft was being operated by Mike Nuetzman, 50, a retired police officer who was serving as a traffic reporter for radio station KTAR. The helicopter crashed into a house on July 3 and Nuetzman was killed. Investigators have found a red scrape or smear on the bubble canopy of the helicopter and although the mark has not been officially linked to some spent red rocket casings found near the crash site, there is speculation that Nuetzman may have lost control of the helicopter when he made a sudden attempt to avoid a rocket.

HOUSE TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE last week approved $8.93 billion for FAA's fiscal 1992 budget. Amount falls short of the Bush administration's request for a $9.267 billion budget but is a 10 percent increase over the fiscal 1991 budget. Budget provides $2.471 billion for facilities and equipment, $4.342 billion for operations, $218 million for research, engineering and development, and $1.9 billion for the Airport Improvement Program. AIP level fulfills the congressional requirement that the combined fiscal 1991 and 1992 appropriations reach $3.7 billion in order for airports to retain their authority to charge passenger facility fees.

NATIONAL BUSINESS AIRCRAFT ASSOCIATION is sponsoring a meeting next week between senior officials of FAA's Eastern Region and 30 NBAA member companies that hold Part 135 certificates. The two-day session, scheduled for Teterboro, N.J., is aimed at finding solutions to a number of problems and complaints by operators, including the lack of consistency in rule interpretation and enforcement by FAA officials in different offices and delays in getting approvals of requested changes in Minimum Equipment Lists (MELs). The association plans to sponsor similar meetings in other regions of the country.

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BUSINESS AVIATION BRIEFS

A CASA C-212-200 operated by Peruvian regional airline Aerochasqui was shot down by machine-gun fire from national police. Press reports said the 10 policemen, who apparently wanted to force the pilot of the aircraft to land so they could search it for drugs, had been drinking. The aircraft, with a crew of three and a reported 14 passengers, was departing from the Bellavista airport in a coca-growing area about 360 miles northeast of Lima.

* * *

GOV. ROY ROMER this month signed legislation that designates 75 percent of the money collected from aviation fuel taxes will go to individual airports and the remaining 25 percent to the Colorado Aviation Fund for various aviation programs. Previously, revenue generated from aviation-related taxes was diverted into the general fund. Colorado Supreme Court is reviewing the constitutionality of the law.

* * *

ROBERT D. FOX, SR., director of marketing and sales for Hillcrest Aircraft Co., Inc., Lewiston, Idaho, took over as chairman of the board of the Helicopter Association International this month. Fox, a former senior vice president of Evergreen Helicopters, has served on the HAI board since 1987 and has been active in a number of HAI committees.

* * *

DASSAULT ELECTRONIQUE of France has signed an agreement with the Bendix/King Air Transport Avionics Division of Allied-Signal to jointly produce, market and service a satellite communications (SATCOM) airborne antenna system for aircraft. Dassault Electronique has developed and will manufacture the system including test equipment and spare parts. Bendix/King will market the system and provide worldwide product support. The Ft. Lauderdale, Fla. company also will be responsible for system integration and coordination of all supplemental type certificates.

* * *

J. RALPH ATKIN, founder and chairman of the board of SkyWest Airlines, has retired as chairman, but will continue as a member of the board of directors. Atkin, who has been chairman of the carrier since its inception in 1972, said the change will permit him to devote more time to his new responsibilities as co-director of the Utah Division of Business and Economic Development. Jerry C. Atkin will continue as president and chief executive of the carrier, which is based in St. George, Utah.

* * *

NATIONAL BUSINESS AIRCRAFT ASSOCIATION board of directors named Alan Darrow to the new position of executive vice president. Darrow, who joined NBAA in 1984, had been vice president-administration. He will continue to be responsible for NBAA's annual meeting and convention and for oversight of NBAA's membership recruitment, communications, accounting and fiscal operations and office and personnel administration.

* * *

AIRCRAFT OWNERS AND PILOTS ASSOCIATION has selected Drew Steketee to handle the association's communications and public relations programs. Steketee, who began his new duties last week, is expected to be named an AOPA vice president following an AOPA board meeting this week. Steketee most recently headed the Washington office of the Partnership for Improved Air Travel and previously held public relations posts with Beech Aircraft, the General Aviation Manufacturers Association and the Airport Operators Council International.

* * *

ACCIDENTS AND INCIDENTS involving business jets and turboprops that occurred since the beginning of the year are detailed *in charts on Pages 27-28.* Information was compiled by Robert E. Breiling Associates of Boca Raton, Fla., which specializes in analyses of business turbine aircraft accidents. Detailed narrative descriptions of the circumstances surrounding each accident/incident, plus those involving single- and twin-turbine-powered helicopters, are available from Breiling. A review of accidents that occurred last year is available in *1990 Turbine Aircraft Accident Analysis,* published by the company. For more information, contact Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900.

1991 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-11	L-25C	Crash during approach in heavy rain,IMC	PT-KKV	Brazil	App	Pass	5	D
02-15	G-II	Ran off runway landing, IMC conditions	N85EQ	OH	Ldg	Pass	-	S
02-13	L-35A	Crash during approach	N535PC	CO	App	Pass	3	D
02-16	CE-500	Failed to extend gear prior landing	N11HJ	U.K.	Ldg	Tra	-	S
02-18	DA-900	Uncontained engine failure during climb	N90EW	CO	Clb	Pass	-	M
02-23	1123	Overshot landing, main gear collapse	XA-POJ	Mexico	Ldg	Pass	-	S
03-01	CE-550	Left main ldg. gear collapsed landing	N1958N	GA	Ldg	Pass	-	S
03-04	L-35A	Veered off runway during landing	N136JP	OH	Ldg	Pass	-	S
03-16	HS-125-1A	Collided with mountain, night departure	N831LC	CA	Clb	Pass	10	D
03-18	CE-650	Cowling separation during flight	C-GCFP	ID	Cru	Pass	-	M
03-18	L-25D	Crash app. in IMC, no further information	PT-LLL	Brazil	Ldg	Pass	4	D
04-02	CE-500	Hard ldg., windshear, nose gear collapse	N101HB	CA	Ldg	Pass	-	M
04-08	1124	Swerve, runway departure during takeoff	N41WH	CO	TO	Pass	-	S
04-10	NA-265	Nose gear collapse ldg. Hyd. malf/failure	N71460	VA	Ldg	Pass	-	S
06-17	G-III	Hit mountainous terrain during approach	N204RC	Venez.	App	Pass	4	D

Information is based on preliminary reports and is subject to change as investigation continues.

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1991 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-11	BE-90F	Pwr.loss init.clb.,following eng.change	N311DS	TX	Clb	Ferry	-	S
01-11	BE-200	Hard landing in IMC, icing conditions	N200MR	MO	Ldg	EMS	-	S
01-14	BE-200	Fuel exhaustion, off airport landing	G-VPLC	U.K.	Ldg	Pass	-	S
01-30	BE-200	Hit snowbank on rwy side.IMC,low vis.app.	N30SE	PA	Ldg	Pass	-	S
02-01	BE-200	Engine cowl separation in flight	N5584M	IN	Desc	Pass	-	M
02-22	MU-2	Crash following steep turn on takeoff	N274MA	OK	TO	Test	3	D
03-13	BE-200	Rt. main gear collapsed during landing	G-SWFT	U.K.	Ldg	Pass	-	S
03-30	PA-31T	Nose gear collapsed landing	N308SC	AK	Ldg	Pass	-	S
05-04	BE-90F	Nose gear collapsed landing	N208RC	FL	Ldg	Pass	-	S
05-07	MU-2	Mid air during attempted night formation	N106MA	TX	Clb	Ferry	1	D
05-21	MU-2	Crash, circumstances unknown	F-GDHS	France	App	Pass	3	D
05-23	AC-690C	Partial flap sys. failure on approach	N81TR	CO	App	Ferry	-	N
06-17	BE-90	Gear up landing	N819P	WA	Ldg	Ferry	-	S
06-24	SA-227TT	Veered right landing, nose gear collapse	N13JV	MS	Ldg	Ferry	-	S
06-29	MU-2	Crash during approach	N2CJ	CA	App	Pass	4	D

Information is based on preliminary reports and is subject to change as investigation continues.

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THE WEEKLY OF
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SUPPORTERS AND OPPONENTS of Sen. Robert Kasten's (R-Wis.) legislation to reform product liability laws differ on whether the bill (S.640) will be voted upon in the Senate this year. Speaking at a National Press Foundation forum in Washington last week, Alan Parker, deputy executive director of the Association of Trial Lawyers of America, said flatly, "it will not come up for a vote on the floor in this Congress." William D. Fay, executive director of the Product Liability Coordinating Committee that is pushing for adoption of Kasten's bill, is just as adamant the bill will get a floor vote. Fay noted that the bill has 35 co-sponsors, bipartisan support – including that of possible presidential candidate Jay Rockefeller (D-W.Va.) – and said Sen. Ernest Hollings (D-S.C.) has promised the Senate Commerce Committee he chairs will act on the bill by the end of September.

FINANCIAL PROBLEMS at Brazilian aircraft manufacturer Embraer have not only caused production disruptions, but also inhibited the company's ability to book new orders. A spokesman said last week the company has been unable to complete some export sales in recent months because financing packages previously provided for customers are no longer in place.

TRANSPORTATION SECRETARY Samuel Skinner's plans to build a new DOT headquarters building near Union Station in Washington, D.C. *(BA, July 30/34)* received a setback from the House Appropriations Committee last week. The committee rejected a DOT request for $69 million for communications costs related to the proposed new building. A General Services Administration request for $444.3 million for the same project was deleted earlier during House debate on the Treasury, Postal Service and General Government appropriations bill.

AVIATION INTERESTS had better luck with the Appropriations Committee last week. The panel included $635,000 for completion of research into alternative fuels for use in aircraft piston engines that currently burn leaded aviation gasoline. Referring to passage of the Clean Air Act amendments of 1990 *(BA, Jan. 21/21)*, the committee said it approved the money, which will be included in FAA's Research, Engineering and Development budget, because it feels "there is a need to carry the research forward and develop unleaded fuels so that the long-term availability of fuels is assured for general aviation." The committee also approved $500,000 for research into the effect of High Intensity Radiated (Electromagnetic) Field energy on avionics installations in aircraft *(see related article on Page 33).*

CALIFORNIA JURY ASSESSES $57 MILLION PUNITIVE DAMAGE AWARD AGAINST BEECH

A California jury this month ordered Beech Aircraft Corp. to pay $57 million in punitive damages for a "bad faith" action that stemmed from a 1974 accident involving a Beech 95 Travelair aircraft. The accident, which caused the deaths of the pilot and three passengers, resulted in a lawsuit and a $2 million judgment that Beech eventually paid after several years of litigation and appeals.

During the litigation process, however, "Beech stonewalled discovery and refused to make any offers of settlement before trial, during trial, post-trial or while on appeal," said Daniel Cathcart, attorney for the plaintiffs. Cathcart said this violated a now-defunct California law that required insurance companies – in this case Beech used its own in-house Travelair Insurance Company – to make a "good faith effort" to settle the matter. Subsequently the Los Angeles-based attorney filed a bad faith action. The jury found "by clear and

(Continued on the following page)

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FAA'S $8.93 BILLION BUDGET READY FOR HOUSE VOTE – The House Appropriations Committee late last week approved the Federal Aviation Administration's $8.93 billion fiscal 1992 budget despite objections from Transportation Secretary Samuel Skinner *(BA, July 15/19).* The Department of Transportation's $34.413 billion budget package, which includes FAA's budget, is now ready for consideration on the House floor. DOT budget contains a $1 billion increase over the Bush administration request and a $3.185 billion increase over the fiscal 1991 budget. FAA's budget, however, is short of the Bush administration's request for $9.267 billion.

Transportation Secretary Samuel Skinner said he is "deeply concerned that we not underfund the capital investment requirements of FAA." He noted that the committee reduced the administration's requests for FAA facilities and equipment from $2.7 billion to $2.47 billion. Skinner's chief concern was the committee's $146.6 million reduction in the funding for the Advanced Automation System, he said, adding that this cut would lead to "additional contract delays in delivery of new radar displays and air traffic control computers for controllers. Mandatory electric power system upgrades would also be delayed." Other cuts Skinner noted included $20 million for Terminal Voice Switch Replacement, $23.7 million for NEXRAD, $17.7 million for relocation of FAA's Central Flow Control, and $18.4 million for leased telecommunications equipment.

Skinner also expressed concern about funding that the committee included in the budget even though the administration did not request it. "I am disturbed that the committee would eliminate well-planned, mission essential projects, while providing $100 million of unrequested site-specific add-ons – especially air traffic control towers that do not meet established benefit/cost criteria. This is more than five times as much as was added last year for such projects." The committee increased the administration's request for air traffic control facilities by $600,000 for the operation of contract towers at Kenosha, Wis.; Athens/Ben Epps, Ga., and Gary, Ind. The committee also directed the FAA "not to reduce the hours of service at Niagara Falls International Airport control tower."

Appropriations Committee budget also recommended that FAA hire 450 new controllers, raising the total controller work force to 17,945. "The committee continues to be frustrated by the procedures used by the FAA in developing the agency's controller staffing requirements," the committee said. "On the one hand, there are continuing reports of controller staffing shortages at some air traffic control centers and Level 3 towers. On the other hand, the Inspector General recently reported that many of the Level 1 and Level 2 towers are overstaffed." Committee said FAA needs to prepare a facility-by-facility analysis of the needs of all the towers. "Such an analysis would provide the basis for a recruitment model that could ensure sufficient, but not excessive, controller staff in future years."

FAA's budget would draw down the uncommitted balance of the aviation trust fund by $900 million. The committee said this is possible because last fall's Airport and Airway Improvement Act repealed the penalty clause, which provided that for every one dollar FAA underspent on capital programs, two dollars were subtracted from the amount of trust fund money available for FAA's operation and maintenance expenses. "The Committee, therefore, is pleased that the penalty clause has been repealed and that general taxpayers will no longer be making large over-payments of FAA costs," the committee said in report language to the appropriations bill.

FAA Appropriations

(In Billions of Dollars)

	Fiscal 1989 Actual	Fiscal 1990 Actual	Fiscal 1991 Estimated	Fiscal 1992 Proposed	Fiscal 1992 House
Operations	3.445	3.824	4.037	4.457	4.342
Grants-in-aid for airports	1.400	1.422	1.800	1.900	1.9
Facilities and equipment	1.384	1.721	2.095	2.700	2.469
Research, engineering and development	0.160	0.170	0.205	0.210	0.218
Total	**6.389**	**7.137**	**8.137**	**9.267**	**8.929**

BUSINESS/PERSONAL AIRCRAFT INDUSTRY – SECOND QUARTER UNIT SHIPMENTS

AEROSPATIALE GENERAL AVIATION

		2nd Quarter 91	Cal. Year
• Single-Engine			
TB-9	Tampico	38	49
TB-10	Tobago	9	20
TB-20	Trinidad	14	23
TB-21	Trinidad TC	3	3
Total		64	95

AMERICAN GENERAL AIRCRAFT CORP.

		2nd Quarter 91	Cal. Year
• Single-Engine			
AG-5/B	Tiger	27	44
Total		27	44

(Quarterly Billings $2,166,396)

AVIAT (formerly Christen Industries)

		2nd Quarter 91	Cal. Year
• Single-Engine			
S-1T	Pitts	0	0
S-2B	Pitts	9	17
A-1	Husky	10	19
Total		19	36

(9 Export)
(10 Domestic)

BEECH AIRCRAFT CORP.

		2nd Quarter 91	Cal. Year
• Single-Engine			
BE-F33A	Bonanza	21	43
BE-A36	Bonanza	13	37
BE-36TC	Bonanza	3	7
BE-36AT		16	16
• Multi-Engine			
BE-58	Baron	10	17
BE-58P	Baron	0	0
BE-76	Duchess	0	0
BE-C90-1	King Air	7	15
BE-200	Super King Air	4	11
BE-200C	Super King Air	0	0
BE-200T	Super King Air	2	2
BE-300	Super King Air	1	2
BE-350	King Air	11	19
BE-350C		0	0
BE-1300		0	0
BE-1900C	Commuter	12	22
Starship 2000		0	1
Beechjet 400A		6	9
Total		106	201

(Quarterly Billings $152,811,896)

BRITISH AEROSPACE

		2nd Quarter 91	Cal. Year
• Multi-Engine			
BAe	Jetstream 31	9	17
BAe 146-100		0	2
BAe 146-200		3	3
BAe 146-300		6	9
HS-125-800A		2	3
HS-125-800B		2	6
Total		22	40

PILATUS BRITTEN-NORMAN

		2nd Quarter 91	Cal. Year
• Multi-Engine			
BN-2B	Islander	3	3
BN-2T	Islander	0	1
Total		3	4

CANADAIR

		2nd Quarter 91	Cal. Year
• Multi-Engine			
CL-601-3A		6	9
Total		6	9

CESSNA AIRCRAFT CO.

		2nd Quarter 91	Cal. Year
• Single-Engine			
CE-208	Caravan I	16	30
• Multi-Engine			
CE-406	Caravan II	0	0
CE-550	Citation II	10	16
CE-650	Citation III	6	9
CE-560	Citation V	15	28
Total		47	83

(Quarterly Billings $172,414,186)

DASSAULT AVIATION

		2nd Quarter 91	Cal. Year
• Multi-Engine			
AD-My.50	Falcon	4	6
AD-My.900	Falcon	3	7
Total		7	13

De HAVILLAND AIRCRAFT OF CANADA

		2nd Quarter 91	Cal. Year
• Multi-Engine			
DHC-8	Series 100	6	14
DHC-8	Series 300	10	23
Total		16	37

EMBRAER

		2nd Quarter 91	Cal. Year
• Single-Engine			
EMB-201A	Ipanema	1	5
EMB-711ST	Corison II	0	0
EMB-712	Tupi	1	1
EMB-720	Minuano	4	5
• Multi-Engine			
EMB-110	Bandeirante	1	2
EMB-120	Brasilia	12	20
EMB-121	Xingu	0	0
EMB-810D	Seneca II	8	16
EMB-820		0	0
EMB-821	Carajah	0	1
Total		27	50

FAIRCHILD AIRCRAFT

		2nd Quarter 91	Cal. Year
• Multi-Engine			
Merlin IV-C		0	0
Metro III		8	9
Expediter		0	0
Total		8	9

GULFSTREAM AEROSPACE

		2nd Quarter 91	Cal. Year
• Multi-Engine			
G-IV	Gulfstream IV	5	12
Total		5	12

ISRAEL AIRCRAFT INDUSTRIES

		2nd Quarter 91	Cal. Year
• Multi-Engine			
1125	Astra	0	5
Total		0	5

LAKE AIRCRAFT

		2nd Quarter 91	Cal. Year
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	4	7
Total		4	7

(3 Export)
(1 Domestic)

BUSINESS AVIATION BRIEFS

INVESTMENT CANADA, the government agency overseeing the proposed sale of the de Havilland Division of Boeing Canada, late Friday said it was extending until Sept. 9 the deadline for Aerospatiale and Alenia to submit more information regarding their plan to acquire the Toronto aircraft manufacturer. Investment Canada said "sufficient progress has been made by the investors in addressing the concerns previously outlined that an extension is warranted." Minister Michael Wilson said last month that the government "is not satisfied that the proposal...is likely to be of net benefit to Canada," *(BA, June 24/261).* Officials said then that the Aerospatiale/Alenia proposal called for approximately $1 billion in financial aid from Canadian officials over a 10-year period and expressed concern about de Havilland's ability to continue as a self-sustaining aircraft manufacturing concern.

* * *

CANADAIR'S prototype Regional Jet flew to Wichita, Kan. last week where it will continue flight testing from Learjet's new flight test and certification operation center that opened in May. The aircraft, which had accumulated over 50 hours of flight time in 24 flights from Montreal, reached a speed of 250 knots and an altitude of 35,000 feet. The $8 million, 70,000-square-foot test center can accommodate all three aircraft that will be used in the program which will involve about 150 Canadair and Learjet employees. Inflight telemetry will provide data for analysis at both the Wichita and Montreal facilities, while the static test article and integrated systems test rigs will continue stress and function analysis in Montreal. Ferry flight from Montreal to Wichita took three hours and five minutes.

* * *

THREE FORMER EMPLOYEES of the Ellies Design Group have formed Lawton Associates to pursue aircraft interior design work. Jim Grimes was vice president of aviation for the Ellies Group, Donna Lawton was a senior designer and Ken Harvey was director of design. The firm is located at 1115 Canterbury, Dallas, Tex. 75208; telephone (214) 941-3167.

* * *

ACCIDENTS/INCIDENTS involving turbine-powered helicopters during the first six months of 1991 are detailed in charts *on Pages 39-40.* Information was compiled by Robert E. Breiling Associates, which specializes in analyses of business turbine aircraft accidents. Detailed narrative descriptions of the circumstances surrounding each accident/incident, plus those involving turboprops and business jets are available from Breiling. A review of accidents that occurred last year is available in *1990 Turbine Aircraft Accident Analysis*, published by the company. For more information, contact Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900.

* * *

ASTRA JET CORPORATION designated three new service centers for the Astra, Westwind and Jet Commander including Garrett General Aviation Division's Houston, Texas and Springfield, Ill. facilities and Aerocentro De Servicios C.A. of Caracas, Venezuela.

* * *

FLIGHTSAFETY INTERNATIONAL received a training contract from Lone Star Airlines, a Fort Worth, Tex. based regional carrier. FlightSafety will provide Metro III systems ground school, simulator training, aircraft training and FAR 135 simulator and aircraft check rides at its St. Louis Metro Learning Center.

* * *

CAE-LINK CORPORATION, Binghamton, N.Y., appointed George Houser president, effective July 29. Houser succeeds James Allen, who took over as the interim president in September 1990. Houser previously was president of Unisys Corporation's Shipboard and Ground Systems Group. Houser also has served as president of Singer-Link Flight Simulation Division prior to its acquisition by CAE.

* * *

AOPA AIR SAFETY FOUNDATION is accepting nominations for the 1991 Distinguished Pilot Award, which will be presented in October at AOPA's Convention in New Orleans, La. Nomination deadline is September 1. For more information, contact Greg A. Llafet, director of communications, AOPA Air Safety Foundation, 421 Aviation Way, Frederick, Md. 21701; (301) 695-2198.

1991 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
91-01-07	AS-332M	Crash during post mtnce. Tail rtr. failed	-	Singapore	Cru	Comm	Test	4	D
01-26	MBB-117B1	Struck mtn. cruise. IMC, night (dark)	N891GM	PA	Cru	Comm	Ferry	4	D
02-10	BO-105CBS	Sank following precautionary eng.out ldg.	N5413D	AK	Ldg	Comm	Pass	-	D
02-24	BE-212	Pitched over during climb, ditch in ocean	5N-AJY	Nigeria	Clb	Comm	Pass	9	D
03-13	SA-330	Fell into sea during hover TO from oil rig	-	GM	TO	Comm	Pass	1	D
04-04	BE-412	Mid air with PA-600, crash in school yard	N78S	PA	Maneu	Corp	Pass	2	D
06-17	S-76A	Crash during TO from platform in Gulf	-	GM	TO	Comm	O.S.	-	S
06-27	S-64	Inadvertent power up,lift off, roll over	N6959R	WA	TO	Comm	Ext.Ld	-	S

Information is based on preliminary reports and is subject to change as investigation continues.

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1991 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
91-01-19	B-206B3	Crash into Gulf of Mex. during VMC	N2269V	LA	Cru	Comm	O.S.	3	D
01-27	B-206L1	Crash off shore operating in marg.wx.	N39HC	LA	Cru	Comm	O.S.	2	D
01-31	SA-341G	Lost power shortly after takeoff	N341WC	FL	TO	Comm	Photo	-	D
02-13	B-206B	Mid air with other aircraft on takeoff	N2282T	CA	TO	Bus	Pass	-	D
02-16	B-206B	Crash lift off in white out conditions	N59568	AK	TO	Comm	Pass	-	S
02-22	B-206	Windshield penetrated by bird, cruise	N213AL	LA	Cru	Comm	Pass	-	M
02-22	FH-1100	Rolled over landing following vibration	N210FH	FL	Ldg	Bus	Photo	-	S
03-07	B-206	Crash in Gulf, no further information	-	GM	Cru	Comm	O.S.	-	D
03-07	B-206B2	Ext.strap fouled tail, during helo hoist	N59491	GM	Hvr	Comm	O.S.	1	S
03-11	H-369D	Power malf/failure, damaged autorotation	N1088L	OR	Cru	Busm	Pass	-	S
03-12	UH-1B	Tail rtr. malfunctioned TO, hard landing	N9687R	FL	TO	Comm	Aer.App.	-	S
03-27	H-369HS	Struck fence post with tail rotor landing	N5FC	MD	Ldg	Comm	Patrol	-	S
04-03	B-206B	Float separation during flight, hit rotor	N16964	AK	Cru	Comm	Pass	-	S
04-07	H-500D	Hard landing, helicopter rolled over	N1109Q	NV	Ldg	Bus	Pass	-	S
04-23	B-206B	Crash during off shore operations	N213AL	GM	Cru	Comm	O.S.	2	D
05-05	H-369HS	Power malf/failure,hit trees autorotation	N9219F	HI	Ldg	Comm	Pass	-	S
05-07	B-206B3	Drive coupling failed,hit bldg.on descent	N717NH	TX	Desc	Comm	Pass	-	D
06-04	H-500	Power malf/loss,crash during autorotation	N415B	Greece	Cru	Comm	Ferry	-	S
06-05	H-500	Crash during operation in IMC	N18KJ	CA	TO	Comm	Ferry	-	D
06-06	B-206B	Fuel exhaustion, crashed on approach	N2120X	HI	App	Comm	Pass	-	S
06-13	AS-350D	Power loss/malf., crash in parking lot	N214LA	CA	Cru	Police	Pass	3	D

Information is based on preliminary reports and is subject to change as investigation continues.

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INTELLIGENCE

BRITISH AEROSPACE hasn't been saying much about its new intercontinental Model 1000 lately, but that will begin to change next month. BAe is planning a major promotional campaign for the 1000 leading up to the NBAA convention in Houston in October where the first aircraft will be on static display. BAe hopes to have British CAA certification and possibly FAA certification by then. Officials say they have commitments for the first 21of the aircraft, which was introduced at the 1989 NBAA convention *(BA, Oct. 9, 1989/115).*

INDUSTRY REPRESENTATIVES last week told the leadership of the House Public Works and Transportation Committee that they would not oppose the highway bill's proposed five-cent increase in the motor fuel tax as long as the increase does not apply to general aviation gasoline. Under the current tax code, avgas users would have to pay an increase in the tax up front and apply for a refund later. The aviation associations – including NATA, AOPA, NBAA, and GAMA – are proposing a change in the tax code so the tax increase would not cover avgas. Rep. Norm Mineta (D-Calif.), who chairs the surface transportation subcommittee that produced the Intermodal Surface Transportation Infrastructure Act of 1991, H.R.2950, indicated to the aviation representatives that he is interested in protecting aviation from the tax proposal.

MANY ARE TESTED, BUT FEW ARE NABBED as a result of FAA's requirements for drug testing of aviation personnel engaged in safety or security related positions. The agency said 340,000 aviation personnel were subject to drug testing in calendar 1990. Employers administered 230,621 drug tests last year, but only 966 (0.4 percent) were positive. Nearly half of the positive test results (446) were found in pre-employment tests of persons applying for aviation jobs. FAA said there were 541 positive findings among maintenance workers and applicants for maintenance jobs, while flight crew members and applicants for flight crews accounted for only 28.

LEARJET 31A CERTIFICATED, DELIVERIES COMMENCE

Learjet, Inc. received FAA certification last month for its improved Model 31A and delivered the first of the new aircraft to a retail customer last Thursday. The 31A features numerous improvements over the original Model 31 that was introduced in the fall of 1987 as an entry-level jet *(BA, Oct. 5, 1987/106).* A total of 25 were delivered between late 1988 and the end of 1990.

The 31A is equipped with an integrated digital Bendix/King avionics package that includes a KFC 3100 autopilot/flight director, a five-tube EFIS and Series III radios with dual Mode S transponders. Maximum operating speed of the 31A is 325 KIAS compared to 300 KIAS in the Model 31. Additional improvements include re-engineered flight deck display and control panels and a digital "steer-by-wire" nose wheel steering system. The new system digitally computes and monitors all phases of taxi, takeoff and landing rollout for optimum power-steering control. The 31A has an electrically heated windshield that incorporates a gold film heating element that provides anti-fog/de-fog capabilities and also minimizes the greenhouse heating effect in the cockpit when the aircraft is facing the sun.

Price of the Model 31A is $4.275 million, about $1.3 million higher than the introductory price for the first eight units of the original Model 31 that was introduced in the fall of 1987. The 31 was the first Learjet model to incorporate "delta fins"–a pair of fixed horizontal surfaces attached to the bottom aft fuselage. The delta fins are designed to reduce approach speeds and prevent the aircraft from entering deep stalls by generating

(Continued on the following page)

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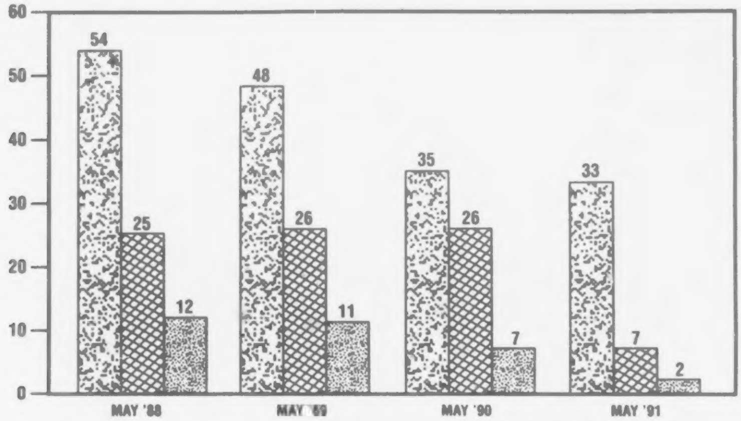
USED RETAIL JET DELIVERIES – NORTH AMERICA



FOR MAY OF 1991

LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B /C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

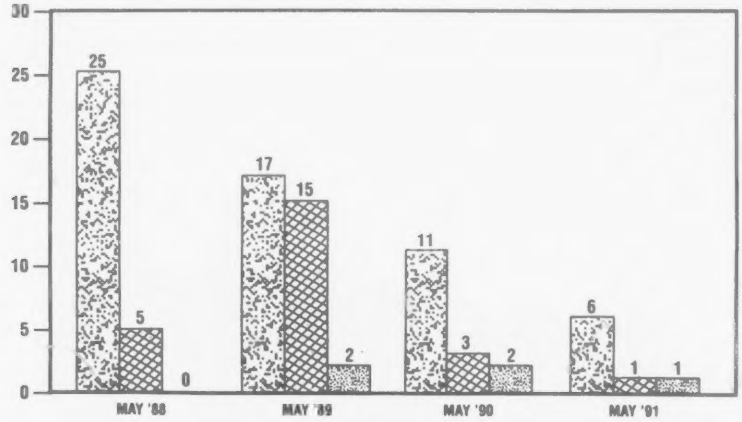
MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

USED RETAIL JET DELIVERIES – OUTSIDE NORTH AMERICA



FOR MAY OF 1991

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MS760 Paris Jet

MEDIUM

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Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

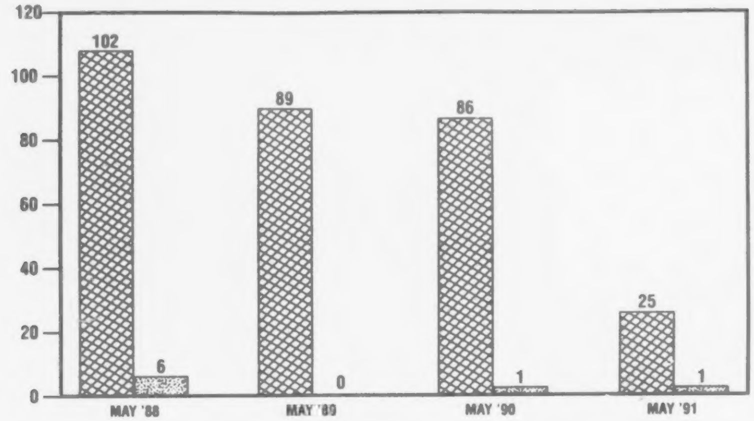
HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

JUNE '91

USED RETAIL TURBOPROP DELIVERIES – NORTH AMERICA



FOR MAY OF 1991

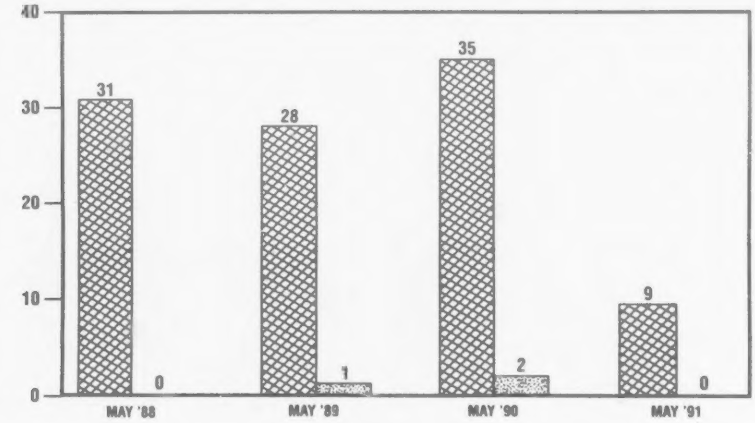
▨ MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

▩ HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES – OUTSIDE NORTH AMERICA



FOR MAY OF 1991

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G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS. JUNE '91

C 5800-20

THE WEEKLY OF
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AT LEAST FIVE AIRPORTS have drafted proposals to impose passenger facility charges. The majority of those airports – Las Vegas, Portland, Denver, and Midland, Texas – said they intend to exclude most on-demand air charter operations. However, Port Columbus International intends to include all operations. Late last month Columbus airport authorities held a preliminary meeting on the PFC issue with the airport's carriers, but failed to inform at least one air charter operation of its intentions. An official at the charter operation, Executive Jet Aviation, said the city promised to forward a copy of the proposal to him last week, giving the company two weeks to meet the city's deadline for comments.

BEECH AIRCRAFT filed on Aug. 5 a post-trial motion in the San Mateo, Calif. County Superior Court for the overturn of a $57 million verdict stemming from a 1974 Travelair accident. A jury in July ordered Beech to pay $57 million to the families of three men who died in the crash *(BA, July 22/29)*. Beech officials said if they do not receive a favorable ruling with the post-trial motion, they intend to proceed with an appeal.

THE ENVIRONMENTAL PROTECTION AGENCY has yet to announce a decision after five months of deliberations on whether to exclude piston aircraft engines from the Clean Air Act's ban on the manufacture of non-road engines requiring lead after model year 1992. EPA officials in March told the industry that its general counsel would review whether to exclude general aviation engines. However, one official cautioned that "if we heard from them in the next couple of months, it would be the fastest time we've ever heard from them" *(BA, March 18/112)*. Industry also is still waiting to hear a response from the Department of Transportation on this issue. Rep. John Dingell (D-Mich.), chairman of the House Committee on Energy and Commerce, in March asked both EPA and DOT to clarify the applicability and impact of the Clean Air Act on general aviation.

WILLIAM BOETTGER FILLS TOP POST OF COMMANDER AIRCRAFT COMPANY

William A. Boettger, a 25-year veteran of the general aviation industry, on Aug. 2 was appointed president, chief executive officer and a director of Commander Aircraft Company. Boettger replaces Randall Greene, who founded the company in 1988 to develop the former Rockwell Commander 114 model. Greene, who had been serving as president and chief operating officer, will continue with Commander as vice chairman and on a consulting basis. Greene said the change will free up his time so he can concentrate on his work with the investment bankers – "which is what I've been doing for the past three years." Greene referred to Boettger's managerial experience and expressed confidence that the operation is in "good hands." Boettger's experience includes a two-year stint ending in November 1990 as president of Teledyne Continental Motors *(BA, Dec. 17/236)*. Before that, Boettger was with Learjet for nearly two years in various positions, including executive vice president. He also had spent about 22 years with Cessna.

Boettger steps into the top management position only three months after Special Situation Investment Holdings, Ltd. (SSIH) increased its investment to gain a controlling interest in the Bethany, Okla. company *(BA, May 13/195)*. Greene said he sold his majority interest in order to secure the necessary financing to proceed with production of the aircraft. The company had delayed production of the single-engine line of aircraft because of a cash shortage and vendor problems. Although Greene said much of the financing is in place,

(Continued on the following page)

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Airport and Airway Trust Fund
Income Statement
October 1, 1990 - May 31, 1991

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 9,306,000.00	$ 71,540,000.00
Transportation by Air, Seats, Berths, etc.	350,987,000.00	2,625,236,000.00
Use of International Travel Facilities	18,485,000.00	138,104,000.00
Transportation of Property and Cargo	19,932,000.00	138,906,000.00
Gasoline:		
Commercial 9 cents tax	217,000.00	1,793,000.00
Non-commercial 9 cents tax	2,425,000.00	16,421,000.00
Non-commercial 2.9 cents tax	0.00	1,826,000.00
Total Tax Receipts	$ 401,352,000.00	$ 2,993,826,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 0.00	$ (9,530.00)
Aviation Fuels Commercial	0.00	7,342,000.00
Gas Retailers Tax	0.00	102,760.00
Gasoline Manufacturer's Tax	0.00	0.00
Aircraft Use Principal	0.00	0.00
Total Reimbursements:		
Tax Receipts	$ 0.00	$ 7,435,230.00
Net Tax Receipts	$ 401,352,000.00	$ 2,986,390,770.00
Interest on Investment	$ 5,242,604.74	$ 339,071,539.70
Accrued Interest Income	106,480,875.18	537,604,159.16
NET RECEIPTS	$ 513,075,479.92	$ 3,863,066,468.86
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ (7,710.00)
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (777,743,625.00)	$ (3,400,541,000.00)
National Oceanic and Atmospheric Administration (NOAA)	0.00	(17,260,500.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (777,743,625.00)	$ (3,417,801,500.00)
TOTAL OUTLAYS/TRANSFERS	$ (777,743,625.00)	$ (3,417,793,790.00)
SURPLUS/(DEFICIT)	$ (264,668,145.08)	$ 445,272,678.86

From Treasury Department data.

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AVIATION

(Continued on Following Page)

Airport and Airway Trust Fund
Balance Statement
As of May 31, 1991

ASSETS		
Undisbursed Balances:		
Available for Investment	$ (316.50)	
TOTAL UNDISBURSED BALANCE		$ (316.50)
Receivables:		
Interest Receivables	$ 537,604,159.16	
TOTAL RECEIVABLES		$ 537,604,159.16
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-3/4% matures 6/30/91	213,456,000.00	
8-7/8% matures 6/30/91	$ 14,311,532,000.00	
NET INVESTMENTS		$ 14,524,988,000.00
TOTAL ASSETS		$ 15,062,591,842.66
LIABILITIES & EQUITY		
Beginning Balance	$ 14,617,319,163.80	
Net Change	445,272,678.86	
TOTAL EQUITY		$ 15,062,591,842.66
TOTAL LIABILITIES & EQUITY		$ 15,062,591,842.66

Activity Report
October 1, 1990 - May 31, 1991

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 82,047,900.00	$ 4,604.41
Grants-in-Aid	207,659,042.95	20,564,616.02
Facilities & Equipment	92,399,706.47	69,965,240.49
Research Engineering Development	(6,019,256.60)	1,902,835.95
TOTAL UNDISBURSED BALANCE	$ 376,087,392.82	$ 92,437,296.87
EXPENSES		
Operations	$ 168,295,725.00	$ 1,336,565,800.00
Grants-in-Aid	106,590,957.05	997,836,362.08
Facilities and Equipment	106,250,293.53	907,784,683.25
Research Engineering Development	20,519,256.60	109,444,405.44
NOAA Aviation Weather Services	0.00	17,260,500.00
TOTAL EXPENSES	$ 401,656,232.18	$ 3,368,891,750.77
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (777,743,625.00)	$ (3,400,541,000.00)
National Oceanic and Atmospheric Administration (NOAA)	0.00	(17,260,500.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (777,743,625.00)	$ (3,417,801,500.00)

From Treasury Department's data. Facilities and equipment numbers reverse the Treasury Departments improper posting on April's report.

AVITAS®
AVIATION

C5800-30

THE WEEKLY OF

BUSINESS AVIATION™

Vol. 53 No. 10

INTELLIGENCE

SAN MATEO, CALIF. County Superior Court has granted Beech Aircraft Corp. a new trial in a case stemming from a 1974 Travelair accident. Beech petitioned for a new trial after a jury in July ordered the company to pay $57 million to the families of three men who died in the crash *(BA, July 22/29)*. The court has not set a new trial date yet.

INDUSTRY OFFICIALS, who continue to insist that FAA's requirements for testing avionics installations against the effects of HIRF (High Intensity Radiated Electromagnetic Fields) are excessive, feel FAA Administrator James Busey was less than forthright in a recent letter on the subject to a member of Congress. Busey told Rep. Tim Valentine (D-N.C.), chairman of the subcommittee on technology and competitiveness, that the industry feels FAA's latest guidance on the subject "is appropriate."

CHAIRMAN of the General Aviation Manufacturers Association said the organization "is about one-third of the way through" the process of finding a successor to GAMA President James Gormley, who is leaving the association at the end of the year *(BA, June 17/249)*. GAMA Chairman and Unison Industries President Rick Sontag said the executive search firm of Heidrick & Struggles has done some preliminary screening of candidates and identified some individuals that may fit the profile of what GAMA is seeking in a new president. GAMA officials would "love to have" a new president with both a strong aviation background and Capitol Hill experience, Sontag said. The same search firm also is seeking a replacement for Stan Green, who has handled legal and technical affairs for the organization since its inception *(BA, April 1/131)*.

NATIONAL AIR TRANSPORTATION ASSOCIATION also is seeking a candidate to fill a key vacancy on its staff. Andy Cebula, director of government affairs and a 10-year veteran of the organization, is resigning next month to accept a position in FAA's Office of Civil Aviation Security. Cebula's unexpected resignation, although unrelated, coincides with new roles for two other NATA veterans, Bill Power and Greg Praske. Power, who was vice president-government affairs, and Praske, who was vice president-finance and administration, will become half-time contract employees of NATA on Oct. 1 so they can spend the remainder of their time marketing revenue enhancement programs to other trade associations.

NEW TOP MANAGEMENT TEAM INSTALLED AT FLIGHT INTERNATIONAL

J. Nelson Happy, who insisted last July that the Flight International board was finally intact, last week was removed as president and chief executive of the Newport News, Va.-based company in one of several simultaneous senior management and board changes. Flight International named Frank Wright as Happy's successor and appointed retired Gen. Charles Gabriel as chairman and Russell Lanning as executive vice president and chief operating officer. Also, the flight services company added two other retired military officers, Adm. Wesley McDonald and Gen. Robert Marsh, to the board of directors along with Robert Fields.

Wright, who joined Flight International's board of directors in April, said the changes reflect the principal shareholder's view that the company should focus on military and government contracts. "We put in place a prestigious group of people with military background and shored that up with people who have financial background," he said. Wright said the company felt that Happy had fulfilled his primary role with the company – helping win the Undergraduate Navy Flight Officer Training Program *(BA, July 15/21)*. He said Happy

(Continued on the following page)

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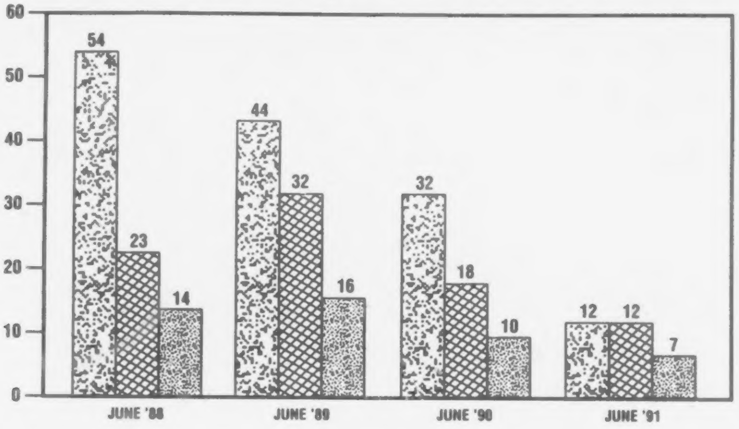

FOR JUNE OF 1991

▨ LIGHT	▦ MEDIUM	▩ HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B /C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

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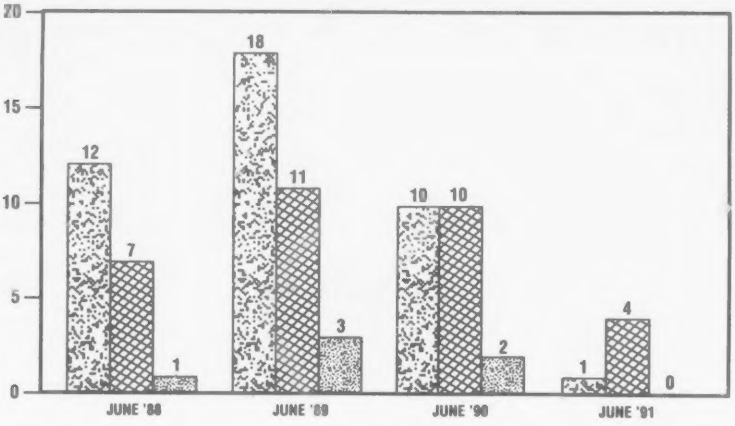

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MU300 Diamond 1/1A/2	Saberliner (All Models)	
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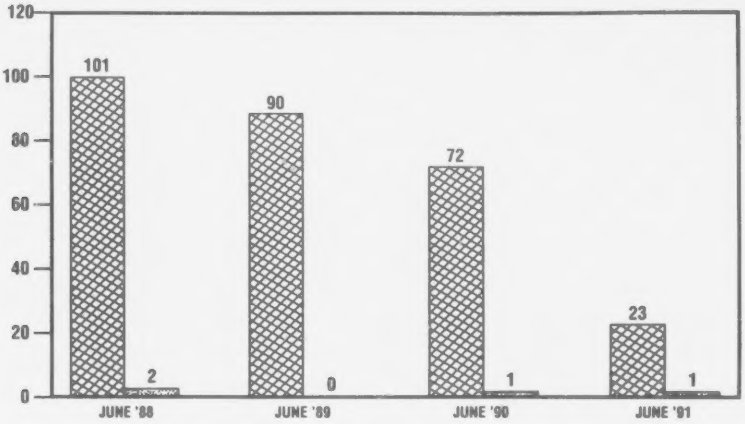
SOURCE: AVDATA, INC., WICHITA, KS.

JULY '91

USED RETAIL TURBOPROP DELIVERIES – NORTH AMERICA



FOR JUNE OF 1991

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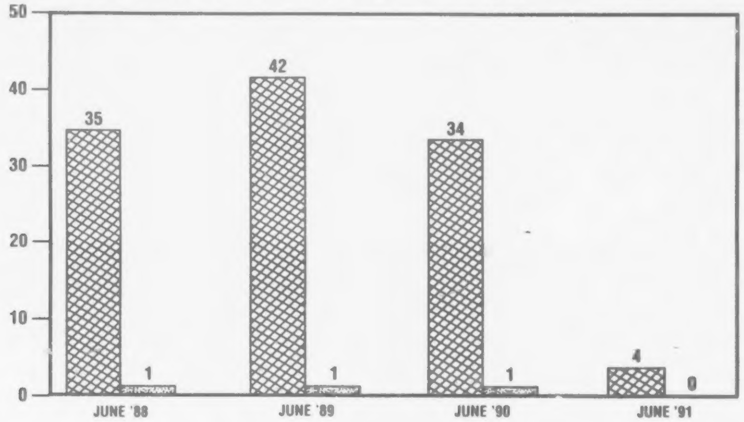
Turbo Commander (All Models) Beech 90 King Air (All Models) Beech 100 King Air (All Models) Beech 200 King Air (All Models) Beech 300 King Air (All Models) Cessna 400 SRS Conversions Cessna 425/441/406/435 Mitsubishi MU2 (All Models) PA31T/PA42 Cheyenne (All Models) Swearingen Merlin/Metro (All Models)	G159 Gulfstream 1 All Airliner Type Turboprops Such as F-27 Friendship and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES – OUTSIDE NORTH AMERICA



FOR JUNE OF 1991

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SOURCE: AVDATA, INC., WICHITA, KS.

JULY '91

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THE WEEKLY OF
BUSINESS AVIATION™

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NATIONAL BUSINESS AIRCRAFT ASSOCIATION plans to sign a contract soon with Phaneuf Associates of Washington, D.C. for a wide-ranging study that will "look at the world of business aviation" and attempt to discern the scope of corporate air transportation five and 10 years into the future. NBAA President Jonathan Howe told *BA* the study will address changes taking place in the overall aviation industry, the changing role of flight departments, the ramifications of leasing and time-share programs and increased aircraft utilization. Howe said the study will include models, projections and trends to better enable NBAA to meet the needs of its members.

SEVERAL potential buyers for part or all of the assets of Scenic Airlines will begin a due diligence review of the company's finances and operations this week *(BA, Aug. 26/81)*. In addition to those who submitted bids by Sept. 1 as requested by Scenic, officials say they expect to receive additional acquisition proposals from other parties in the near future.

REQUEST FOR PROPOSALS to provide 125 aircraft that will be used to screen candidates for Air Force air crew training is expected to be issued this Friday *(BA, July 29/44)*. The Air Force Aeronautical Systems Division plans to issue the RFP as part of the effort "to acquire an Enhanced Flight Screener (EFS) consisting of approximately 125 commercial single-engine, aerobatic class FAR Part 23 aircraft" along with "contractor logistics support necessary to perform Air Training Command and the Air Force Academy's screening process," the service said. Potential bidders must request copies of the RFP by Sept. 20.

OPPONENTS IN PRODUCT LIABILITY DEBATE AGREE ISSUE LIKELY TO REACH SENATE

A hearing last week on a product liability reform bill turned into a dress rehearsal for what promises to be a highly emotional debate about the issue on the floor of the Senate. Sen. Robert Kasten (R-Wis.), the author of S.640, said that after nine years of hearings and discussion about product liability reform, "I believe we've turned the corner on this issue..." He said S.640 has 36 co-sponsors, including half of the Commerce Committee's 20 members, adding that "I look forward to this bill being on the [Committee's] executive committee agenda at the end of the month," the final step before scheduling the bill for markup *(BA, July 29/41)*. Even Sen. Ernest Hollings (D-S.C.), Commerce Committee chairman and the most outspoken opponent of product liability reform on the panel, acknowledged that "Sen. Kasten and I will no doubt be debating this on the floor [of the Senate]."

Commerce Secretary Robert Mosbacher was the first witness at last Thursday's session before the consumer subcommittee of the Commerce Committee, and although he spent nearly two hours at the witness table, most of the discussion was by senators on the panel debating the issue among themselves. Kasten's S. 640 is the so-called broad product liability bill and while it does not address aviation directly, its passage would benefit the general aviation industry. Sen. John McCain (R-Ariz.), a strong supporter of both S.640 and Sen. Nancy Kassebaum's general aviation product liability measure, S.645, said you have only to go to Kansas to see the need for reform of the current tort system, which he blamed for the "almost total disappearance of general aviation [manufacturing] in this country."

Kasten made a number of points certain to be repeated during the Senate debate, charging that lawyers

(Continued on the following page)

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The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • **Dave Collogan**/Editor, **Kerry Lynch**/Assistant Editor, **Martin Sibley**/Senior Copy Editor, **Tom Woodall**/Publisher • Published weekly by the Aviation Week Group of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISSN No. 0509-9528/90) • **Officers of McGraw-Hill, Inc.**; Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive Vice President, General Counsel, and Secretary; Harold W. McGraw, III, Executive Vice President; Frank D. Penglase, Senior Vice President, Treasury Operations; and Kenneth E. Gazzola, Executive Vice President, Aviation Week Group. • Subscription rates: Within the U.S., one year $450, 6 months $290. Quantity rates on request. Mailed first class.

Airport and Airway Trust Fund
Income Statement
October 1, 1989 - June 30, 1991

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 9,196,000.00	$ 80,736,000.00
Transportation by Air, Seats, Berths, etc.	574,740,000.00	3,199,976,000.00
Use of International Travel Facilities	16,505,000.00	154,609,000.00
Transportation of Property and Cargo	22,602,000.00	161,508,000.00
Gasoline:		
Commercial 9 cents tax	95,000.00	1,888,000.00
Non-commercial 9 cents tax	2,029,000.00	18,450,000.00
Non-commercial 2.9 cents tax	(161,000.00)	1,665,000.00
Total Tax Receipts	$ 625,006,000.00	$ 3,618,832,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 0.00	$ (9,530.00)
Aviation Fuels Commercial	2,231,020.00	9,573,020.00
Gas Retailers Tax	0.00	102,760.00
Gasoline Manufacturer's Tax	0.00	0.00
Aircraft Use Principal	0.00	0.00
Total Reimbursements:		
Tax Receipts	$ 2,231,020.00	$ 9,666,250.00
Net Tax Receipts	$ 622,774,980.00	$ 3,609,165,750.00
Interest on Investment	$ 644,908,041.19	$ 983,979,580.89
Accrued Interest Income	(537,604,159.16)	0.00
NET RECEIPTS	$ 730,078,862.03	$ 4,593,145,330.89
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ (7,710.00)
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (384,895,750.00)	$ (3,785,436,750.00)
National Oceanic and Atmospheric Administration (NOAA)	(8,630,250.00)	(25,890,750.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (393,526,000.00)	$ (3,811,327,500.00)
TOTAL OUTLAYS/TRANSFERS	$ (393,526,000.00)	$ (3,811,319,790.00)
SURPLUS/(DEFICIT)	$ 336,552,862.03	$ 781,825,540.89

From Treasury Department data.

AVITAS AVIATION

(Continued on Following Page)

Airport and Airway Trust Fund

Balance Statement
As of June 30, 1991

ASSETS		
Undisbursed Balances:		
Available for Investment	$ 704.69	
TOTAL UNDISBURSED BALANCE		$ 704.69
Receivables:		
Interest Receivables	$ 0.00	
TOTAL RECEIVABLES		$ 0.00
Investments:		
U.S. Treasury Certificates of Indebtedness 8-1/4% matures 6/30/92	$ 15,399,144,000.00	
NET INVESTMENTS		$ 15,399,144,000.00
TOTAL ASSETS		$ 15,399,144,704.69
LIABILITIES & EQUITY		
Beginning Balance	$ 14,617,319,163.80	
Net Change	781,825,540.89	
TOTAL EQUITY		$ 15,399,144,704.69
TOTAL LIABILITIES & EQUITY		$ 15,399,144,704.69

Activity Report
October 1, 1989 - June 30, 1991

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 25.00	$ 4,62[illegible].41
Grants-in-Aid	(3,766,866.29)	16,797,749.73
Facilities & Equipment	(12,447,966.27)	57,517,274.22
Research Engineering Development	(1,475,919.97)	426,915.98
TOTAL UNDISBURSED BALANCE	$ (17,690,727.53)	$ 74,746,569.34
EXPENSES		
Operations	$ 166,895,725.00	$ 1,503,461,525.00
Grants-in-Aid	115,016,866.29	1,112,853,228.37
Facilities and Equipment	100,197,966.27	1,007,982,649.52
Research Engineering Development	20,475,919.97	129,920,325.41
NOAA Aviation Weather Services	8,630,250.00	25,890,750.00
TOTAL EXPENSES	$ 411,216,727.53	$ 3,780,108,478.30
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (384,895,750.00)	$ (3,785,436,750.00)
National Oceanic and Atmospheric Administration (NOAA)	(8,630,250.00)	(25,890,750.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (393,526,000.00)	$ (3,811,327,500.00)

From Treasury Department data.

AVITAS AVIATION

C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 53 No. 14

INTELLIGENCE

ISSUANCE of a new service bulletin that will require additional inspections of Twin Commander aircraft is likely following discovery of cracks in the spars of 12 airplanes. An existing airworthiness directive calls for inspections to detect corrosion, but does not address the problem of cracks *(see article on Page 133).*

FIVE GARRETT DIVISIONS of Allied-Signal in the Phoenix area are continuing to lay off workers in response to a lack of new orders for products. When layoffs began in February, the five Garrett divisions in Arizona – Engine, General Aviation Services, Airline Services, Auxiliary Power and Fluid Systems – had about 12,000 employees. As a result of continued cuts in June and another round that began last month, employment is expected to be down about 10 percent to approximately 10,800 by yearend. Company officials say layoffs are "in response to the current [business] environment. We're having to manage our business to respond to that."

UNITED KINGDOM'S Department of the Environment has given approval to a 200-meter extension of the runway at the Docklands Airport in London. The extended runway, which will be just over 4,000 feet when work is completed, will be long enough to permit operation by BAe 146 aircraft, opening the way for nonstop service to a number of European cities from downtown London. Work on the project began before the final government approval was issued and officials say the runway extension should be completed by the end of March.

NOISE POLICY REQUIRES SEPARATE STUDY FOR SMALL AIRCRAFT RESTRICTIONS

The national aircraft noise policy, finally released by the Department of Transportation Tuesday, requires airports to develop a specific analysis for any restrictions on Stage 2 aircraft weighing less than 75,000 pounds *(BA, Sept. 23/127).* The policy, which exempts aircraft under 75,000 pounds from the mandatory national phaseout of Stage 2 aircraft by the year 2000, calls for airports to supply 180 days notice and detailed analysis before they enact any accelerated Stage 2 phaseout. The noise rule additionally requires airports to receive approval from the Federal Aviation Administration or aircraft operators at the airports before imposing restrictions on Stage 3 aircraft. All existing local restrictions are grandfathered from these requirements.

Sparked by a request from the National Business Aircraft Association, the proposed rulemaking asked commenters if Stage 2 aircraft weighing less than 75,000 pounds should be treated differently from the heavier Stage 2 aircraft *(BA, March 4/91).* FAA, which received over 300 comments in all, said it received several comments from aircraft manufacturers and operators supporting NBAA's contention that the lighter aircraft should be treated similarly to heavier Stage 3 aircraft. Commenters argued that most lighter Stage 2 aircraft make the same amount of noise, if not less noise, than large Stage 3 aircraft.

Airport operators, environmental groups and private citizens, however, supported treating all Stage 2 aircraft in the same manner. "The Airport Operators Council International and American Association of Airport Executives note that at some airports these will be the noisiest aircraft that operate and at many other airports these aircraft may also significantly contribute to the noise problems. These two groups also claim it is important that airports be permitted to restrict for noise reasons the full range of aircraft, including those that carry few passengers," FAA said.

FAA said that after considering a number of options, it decided on a compromise of sorts: to allow airports to restrict the smaller Stage 2 aircraft without receiving the agency's approval, but to require airports to supply

(Continued on the following page)

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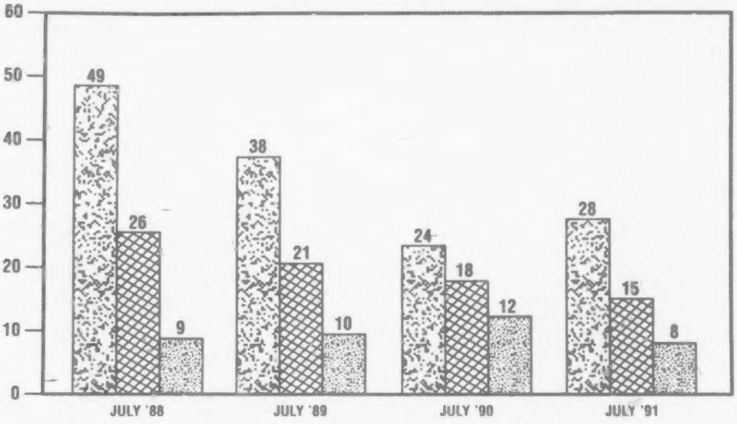
USED RETAIL JET DELIVERIES – NORTH AMERICA



FOR JULY OF 1991

▨ LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B /C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

▨ MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

▨ HEAVY

CL600/601 Challenger
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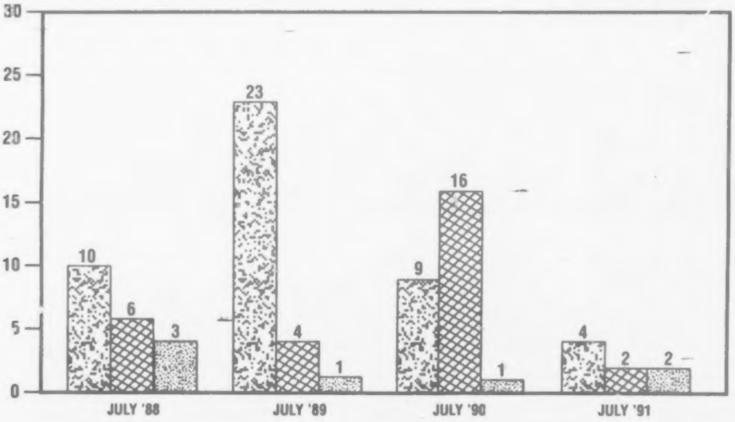
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

USED RETAIL JET DELIVERIES – OUTSIDE NORTH AMERICA



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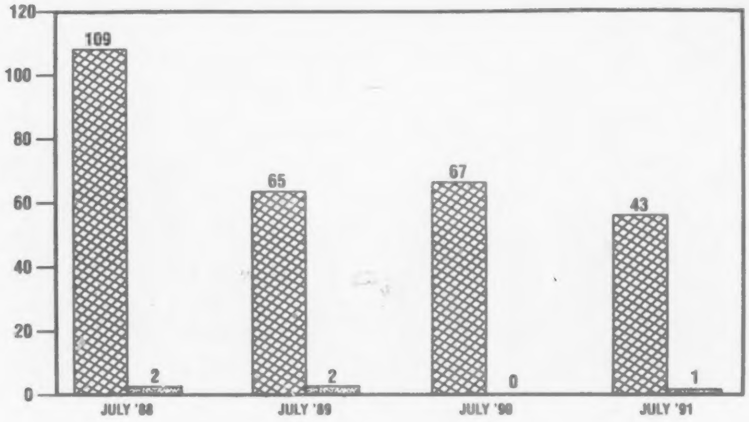
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

AUGUST '91

USED RETAIL TURBOPROP DELIVERIES – NORTH AMERICA



FOR JULY OF 1991

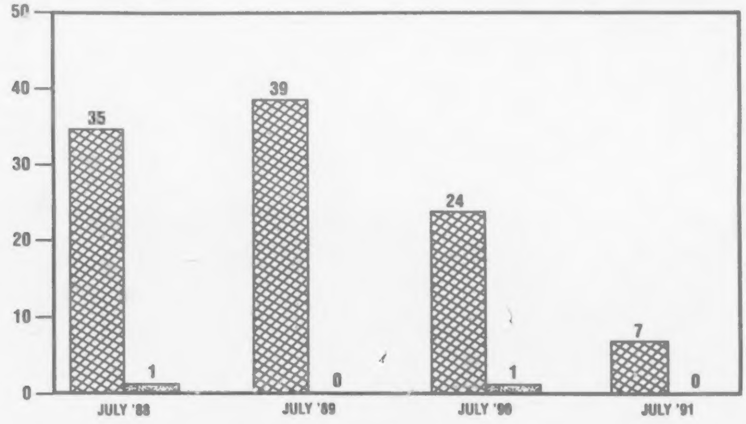
▩ **MEDIUM**

- Turbo Commander (All Models)
- Beech 90 King Air (All Models)
- Beech 100 King Air (All Models)
- Beech 200 King Air (All Models)
- Beech 300 King Air (All Models)
- Cessna 400 SRS Conversions
- Cessna 425/441/406/435
- Mitsubishi MU2 (All Models)
- PA31T/PA42 Cheyenne (All Models)
- Swearingen Merlin/Metro (All Models)

▨ **HEAVY**

- G159 Gulfstream 1
- All Airliner Type Turboprops
- Such as F-27 Friendship and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES – OUTSIDE NORTH AMERICA



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SOURCE: AVDATA, INC., WICHITA, KS. AUGUST '91

C5800-70

THE WEEKLY OF
BUSINESS AVIATION™

AMR SERVICES is increasing marketing efforts for its Alliance aircraft charter program now that it has a fleet of nearly 80 aircraft cleared to fly under AMR Combs' operating certificate. One aspect of the marketing effort still being developed is a close tie-in with American Airlines, the charter operation's affiliate AMR unit. Alliance charter marketers plan to tie into American's Sabre reservations system, not only for scheduling purposes but also to identify potential Alliance customers who are frequent travelers on the scheduled airline. Alliance customers also will have access to American's Admirals Club airport lounges. While it may take some time to incorporate those aspects of the program, Alliance officials are confident the links with Sabre and American will ultimately give them a significant advantage over similar programs being conducted by other charter operators.

REPRESENTATIVES of a group of Piper Malibu owners and operators, who have been frustrated by the government's delay in clearing the Malibu for unrestricted flight operations, plan to meet with National Transportation Safety Board Chairman James Kolstad this Friday. The group, which has retained former FAA Administrator Langhorne Bond, includes about 75 Malibu owners. Bond said the group has been encouraged by recent indications that NTSB, which has had to cope with several major airline accident investigations since the Malibu situation arose, has been able to spend more time on analysis of the Malibu accidents in recent weeks. The Malibu owners generally believe there is nothing wrong with the airframe or systems in the Malibu and that pilot error played a major role in each accident.

THE TORT REFORM movement continues to pick up support in the House with over 130 representatives co-sponsoring Rep. J. Roy Rowland's (D-Ga.) general product liability reform legislation, H.R.3030. The bill was introduced in July with 100 co-sponsors. H.R.3030 is the counterpart to the Senate version, S.640, which was passed out of the Commerce Committee a week ago *(BA, Oct. 7/143).*

COMPETITION in the air taxi charter business is so intense that [the price of] "every trip is negotiable," according to an executive with a large West Coast charter operator *(BA, Oct. 7/141).* Because of a decline in charter activity due to the recession, "this industry is rife with people who will do anything for cash flow," he said, adding that some charter firms are "doing anything to keep aircraft busy, even charging [customers] less than direct operating costs." The same executive says the current outbreak of predatory pricing is squeezing profit margins for everyone in the charter industry.

FALCON JET OFFICIALS confirmed that Dassault Aviation and the Soviet Mikoyan-Gurevich Design Bureau have discussed the possibility of a joint venture to develop a regional airliner. One official, however, stressed that the talks are still in the "exploratory" stage, adding that Dassault and MiG have not formally signed any agreement yet or set design goals. Some reports have suggested that the aircraft would be a derivative of the Falcon 900B business jet.

CONFERENCE REPORT on the fiscal 1992 transportation appropriations bill, H.R.2942, includes language prohibiting the Federal Aviation Administration from closing any flight service station until nine months after FAA Administrator James Busey submits an auxiliary flight service station plan. Busey told Congress in April that he expects the FAA to report to Congress on the plan by the end of October *(BA, April 15/156). See related article on Page 153.*

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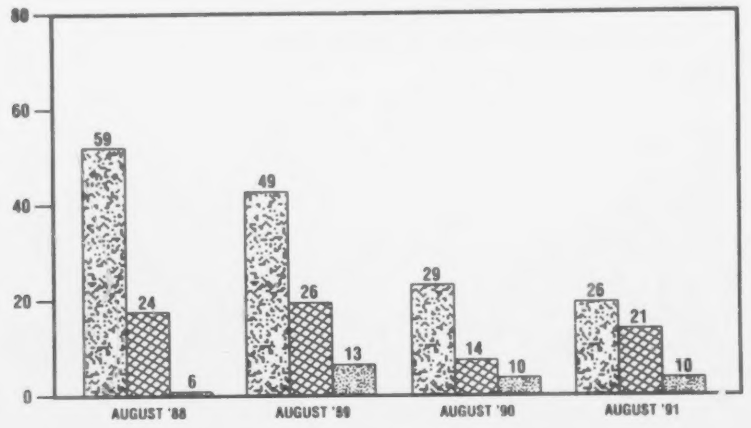

FOR AUGUST OF 1991

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- Beechjet 400
- Citation 1 + 2
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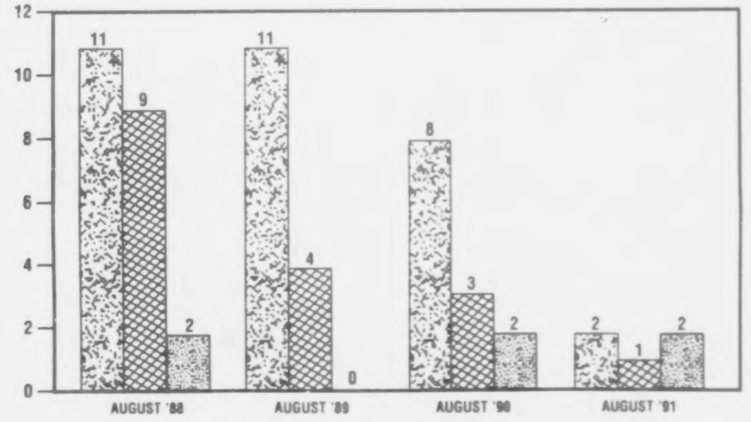

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SOURCE: AVDATA, INC., WICHITA, KS. SEPTEMBER '91

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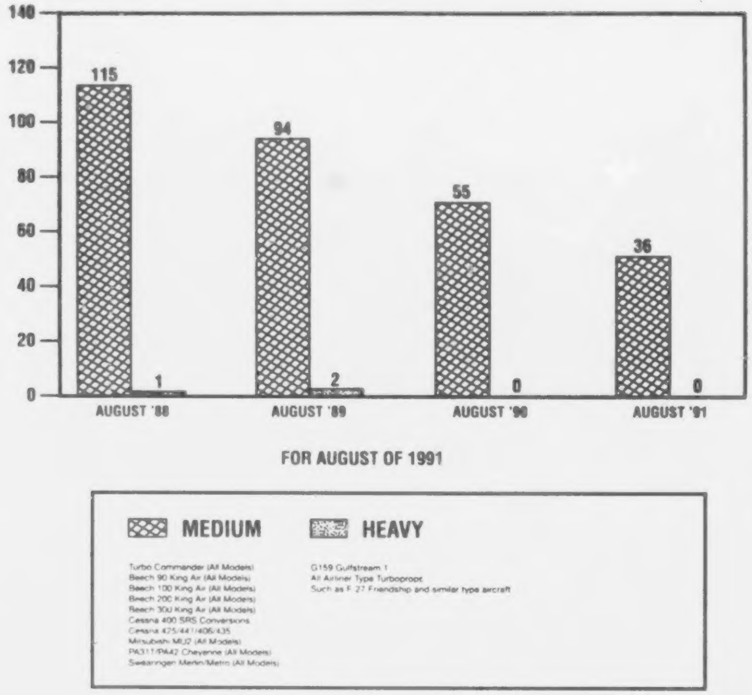

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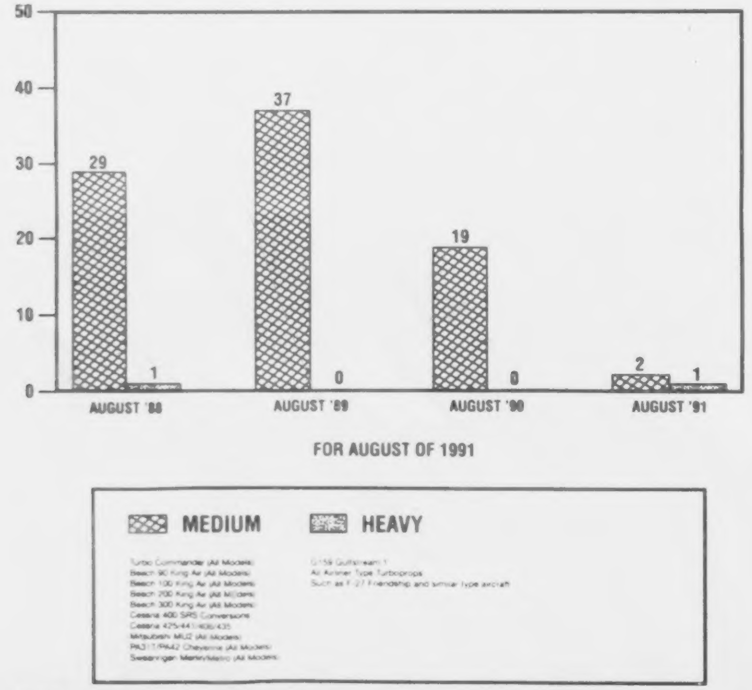

SOURCE: AVDATA, INC., WICHITA, KS. SEPTEMBER '91

C5800.30

THE WEEKLY OF BUSINESS AVIATION

Vol. 53 No. 18

INTELLIGENCE

COULD DELAWARE join Wichita and Seattle as a major aircraft manufacturing center? Delaware officials, who last week announced an agreement with Swearingen Engineering and Technology for construction of the SJ30 production facility in a new industrial park adjacent to Dover Air Force Base, told *BA* they are in discussions with six other aviation firms about locating manufacturing plants there. An official in the state insurance commissioner's office noted that in addition to the physical facilities and work force in the Dover area, "we can provide the ability to secure financing" through insurance companies chartered in the state.

EMBRAER CHIEF EXECUTIVE Ozires Silva, who was in San Diego for the Regional Airline Association convention early last week, flew to Wichita Thursday for a meeting with top Cessna officials about a possible joint venture for the EMB-145. The joint venture specifically would center on powerplant installation, including pylons, nacelles and related components since the Brazilian manufacturer's proposed EMB-145 would have the same aft-mounted engine configuration and engines (twin Allison GMA 3007) turbofans) as the new Cessna Citation X. *See related article on Page 170.*

REP. JOHN DINGELL (D-Mich.) is expected to meet with Rep. Jack Brooks (D-Tex.) within the next two weeks to discuss the fate of product liability reform legislation, H.R.3030. Dingell, who chairs the House Energy and Commerce Committee, has been a strong supporter of the legislation, but Brooks – who chairs the House Judiciary Committee – has been an equally staunch foe. Both committees have jurisdiction over the legislation.

TRAVELERS on corporate/business aircraft are considerably safer than automobile passengers according to statistics developed by Robert E. Breiling Associates of Boca Raton, Fla. and the National Safety Council. NSC data for the years 1987-1989 show that the rate of passenger fatalities in automobiles was 1.18 per 100 million passenger miles, while Breiling's data for the same period shows that the fatality rate was .96 per 100 million passenger miles for corporate and business air travel. The rate for just corporate/executive (professionally flown) flight operations was even better, 0.04 fatalities per 100 million passenger miles, the same safety level achieved by large scheduled airlines operating under Part 121.

FAA ADMINISTRATOR JAMES BUSEY told attendees at last week's Aircraft Owners and Pilots Association convention in New Orleans that he had just signed a new policy "to systematically eliminate hundreds of thousands of enforcement records from our files." Busey told pilots that he is aware of "the potentially devastating effect an enforcement case can have on your career..." and said under the new policy FAA will "rid our files of certificate suspension cases after five years, depending on the violation and provided, of course, that no other violations occur."

DATE FOR RESPONDING to an FAA request for proposals (RFP) for 16 turbine-powered flight inspection aircraft has been extended because potential bidders are concerned about the complexity of the RFP and the difficulty of developing bid packages. The agency is seeking three different classes of aircraft, which agency officials acknowledge prevents any single manufacturer from satisfying all requirements with its own product line, but FAA wants to award the contract for all 16 aircraft to a single bidder. In addition, the RFP specifies firm purchase agreements for only four aircraft, with the remaining 12 to be bid as options for delivery between 1993-1995. Deadline for submission of technical proposals had been in December, but technical proposals are now due April 6, with cost, life-cycle and related proposals due April 13.

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – THIRD QUARTER UNIT SHIPMENTS

AEROSPATIALE GENERAL AVIATION

		3rd Quarter 91	Cal. Year
• Single-Engine			
TB-9	Tampico	21	70
TB-10	Tobago	4	24
TB-20	Trinidad	13	36
TB-21	Trinidad TC	1	4
Total		39	134

AMERICAN GENERAL AIRCRAFT CORP.

		3rd Quarter 91	Cal. Year
• Single-Engine			
AG-5/B	Tiger	23	67
Total		23	67

(Quarterly Billings $1,811,766)

AVIAT (formerly Christen Industries)

		3rd Quarter 91	Cal. Year
• Single-Engine			
S-1T	Pitts	0	0
S-2B	Pitts	9	26
A-1	Husky	8	27
Total		17	53

(2 Export)
(15 Domestic)

BEECH AIRCRAFT CORP.

		3rd Quarter 91	Cal. Year
• Single-Engine			
BE-F33A	Bonanza	21	64
BE-A36	Bonanza	19	56
BE-36TC	Bonanza	3	10
BE-36AT		5	21
• Multi-Engine			
BE-58	Baron	8	25
BE-58P	Baron	0	0
BE-76	Duchess	0	0
BE-C90-1	King Air	8	23
BE-200	Super King Air	4	15
BE-200C	Super King Air	0	0
BE-200T	Super King Air	0	2
BE-300	Super King Air	2	4
BE-350	King Air	5	24
BE-350C		0	0
BE-1300		0	0
BE-1900C	Commuter	13	35
Starship 2000		3	4
Beechjet 400A		0	9
Total		91	292

(Quarterly Billings $113,545,934)

BRITISH AEROSPACE

		3rd Quarter 91	Cal. Year
• Multi-Engine			
BAe	Jetstream 31	9	26
BAe 146-100		0	2
BAe 146-200		4	6
BAe 146-300		4	11
HS-125-800A		0	3
HS-125-800B		0	6
Total		17	54

PILATUS BRITTEN-NORMAN

		3rd Quarter 91	Cal. Year
• Multi-Engine			
BN-2B	Islander	2	5
BN-2T	Islander	0	1
Total		2	6

CANADAIR

		3rd Quarter 91	Cal. Year
• Multi-Engine			
CL-601-3A		4	13
Total		4	13

CESSNA AIRCRAFT CO.

		3rd Quarter 91	Cal. Year
• Single-Engine			
CE-208	Caravan I	16	46
• Multi-Engine			
CE-406	Caravan II	0	0
CE-550	Citation II	10	26
CE-650	Citation III	2	9
CE-650	Citation VI	0	2
CE-560	Citation V	13	41
Total		41	124

(Quarterly Billings $127,455,905)

DASSAULT AVIATION

		3rd Quarter 91	Cal. Year
• Multi-Engine			
AD-My.50	Falcon	3	9
AD-My.900	Falcon	1	8
Total		4	17

De HAVILLAND AIRCRAFT OF CANADA

		3rd Quarter 91	Cal. Year
• Multi-Engine			
DHC-8	Series 100	3	17
DHC-8	Series 300	4	27
Total		7	44

EMBRAER

		3rd Quarter 91	Cal. Year
• Single-Engine			
EMB-201A	Ipanema	4	9
EMB-711ST	Corison II	0	0
EMB-712	Tupi	0	1
EMB-720	Minuano	3	8
• Multi-Engine			
EMB-110	Bandeirante	1	3
EMB-120	Brasilia	3	23
EMB-121	Xingu	0	0
EMB-810D	Seneca II	5	21
EMB-820		0	0
EMB-821	Carajah	0	1
Total		16	66

FAIRCHILD AIRCRAFT

		3rd Quarter 91	Cal. Year
• Multi-Engine			
Merlin IV-C		0	0
Metro III		2	11
Expediter		0	0
Total		2	11

GULFSTREAM AEROSPACE

		3rd Quarter 91	Cal. Year
• Multi-Engine			
G-IV	Gulfstream IV	6	18
Total		6	18

ISRAEL AIRCRAFT INDUSTRIES

		3rd Quarter 91	Cal. Year
• Multi-Engine			
1125	Astra	0	5
Total		0	5

LAKE AIRCRAFT

		3rd Quarter 91	Cal. Year
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	3	10
Total		3	10

(1 Export)
(2 Domestic)

LEARJET CORP.

- Multi-Engine

	3rd Quarter 91	Cal. Year
LR-31	1	6
LR-31A	2	2
LR-35A	1	5
LR-36A	0	0
LR-55C	0	2
Total	4	15

(Quarterly Billings $18,372,735)

MAULE AIR INC.

- Single-Engine

		3rd Quarter 91	Cal. Year
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	0
M-6-235		1	3
MX-7-180	Lunar Rocket	3	6
M7-235	Super Rocket	5	12
MX-7-235		1	4
MX-7-420		0	1
MXT-7-180		8	17
Total		18	43

(Quarterly Billings $1,286,786)

MOONEY AIRCRAFT CORP.

- Single-Engine

		3rd Quarter 91	Cal. Year
M-20J	201 Lean Machine	0	22
M-20J	205	0	0
M-20K	231	0	0
M-20K	252	0	1
M-20L	PFM	0	0
M-20J	AT	8	8
M-20M	TLS	14	39
Total		22	70

(4 Export)
(18 Domestic)

PIAGGIO AVANTI

- Multi-Engine

	3rd Quarter 91	Cal. Year
P-180	4	4
Total	4	4

PIPER AIRCRAFT CORP.

		3rd Quarter 91	Cal. Year
• Single-Engine			
PA-18-150	Super Cub	0	0
PA-28-161	Warrior	0	0
PA-28-161	Cadet	0	1
PA-28-281	Archer II	0	0
PA-28-236	Dakota	0	0
PA-28R-201	Arrow IV	0	0
PA-28RT-201	Turbo Arrow IV	0	0
PA-32-301	Saratoga	0	14
PA-32R-301	Saratoga SP	1	1
PA-46-350P	Mirage	1	3
• Multi-Engine			
PA-34-220T	Seneca III	4	13
PA-42-720	Cheyenne IIIA	0	3
PA-42-1000	Cheyenne 400	1	1
PA-44-180	Seminole	0	0
Total		7	36

TBM.SA COMPANY

- Single-Engine

	3rd Quarter 91	Cal. Year
TBM-700	9	12
Total	9	12

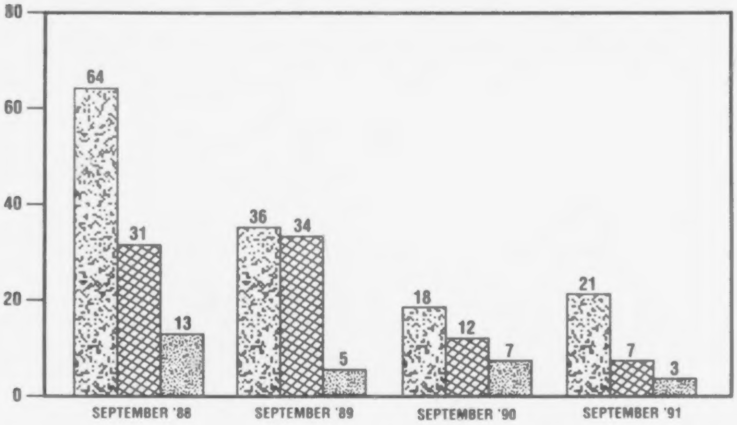
	3rd Quarter 91	Cal. Year
SINGLE-ENGINE	204	623
MULTI-ENGINE	132	471
GRAND TOTAL	336	1,094

UNIT SHIPMENTS COMPARATIVE TREND: 21 MANUFACTURERS

	3rd Quarter			Calendar Year to Date		
	1991	1990	1989	1991	1990	1989
Aerospatiale	39	60	28	134	150	95
American General	23	4	*	67	4	*
Aviat	17	17	19	53	51	56
Beech	91	114	89	292	310	259
British Aerospace	17	28	34	54	79	76
Britten-Norman	2	1	5	6	11	7
Canadair	4	7	5	13	22	13
Cessna	41	39	45	124	120	119
Dassault	4	7	5	17	22	22
De Havilland	7	10	18	44	42	39
Embraer	16	31	48	66	90	98
Fairchild	2	3	2	11	9	9
Gulfstream	6	8	10	18	27	28
Israel	0	4	1	5	7	5
Lake	3	*	5	10	*	18
Learjet	4	5	10	15	18	15
Maule Air	18	7	10	43	22	27
Mooney	22	32	43	70	105	83
Piaggio Avanti	4	*	*	4	*	*
Piper	7	43	191	36	149	470
TBM	9	*	*	12	*	*
Total	336	420	568	1,094	1,238	1,439

* Figures not available

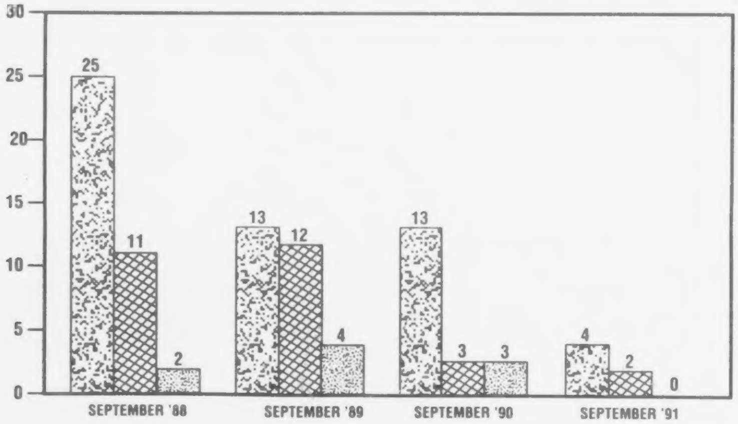
USED RETAIL JET DELIVERIES – NORTH AMERICA



FOR SEPTEMBER OF 1991

LIGHT	MEDIUM	HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

USED RETAIL JET DELIVERIES – OUTSIDE NORTH AMERICA



FOR SEPTEMBER OF 1991

LIGHT	MEDIUM	HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS

OCTOBER '91

1991 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-11	L-25C	Crash during approach in heavy rain,IMC	PT-KKV	Brazil	App	Pass	5	D
02-06	MU-300	Swerve landing to avoid deer on rwy.	-	VA	Ldg	Pass	-	M
02-14	G-II	Ran off runway landing, IMC conditions	N85EQ	OH	Ldg	Pass	-	S
02-13	L-35A	Crash during approach	N535PC	CO	App	Pass	3	D
02-16	CE-500	Failed to extend gear prior landing	N11HJ	U.K.	Ldg	Tra	-	S
02-18	DA-900	Uncontained engine failure during climb	N90EW	CO	Clb	Pass	-	M
02-23	1123	Overshot landing, main gear collapse	XA-POJ	FL	Ldg	Pass	-	S
03-01	CE-550	Left main ldg. gear collapsed landing	N1958N	GA	Ldg	Pass	-	M
03-04	L-35A	Veered off runway during landing	N136JP	OH	Ldg	Pass	-	M
03-16	HS-125-1A	Collided with mountain, night departure	N831LC	CA	Clb	Pass	10	D
03-18	CE-650	Cowling separation during flight	C-GCFP	ID	Cru	Pass	-	M
03-18	L-25D	Crash app. in IMC, no further information	PT-LLL	Brazil	Ldg	Pass	4	D
04-02	CE-500	Hard ldg., windshear, nose gear collapse	N101HB	CA	Ldg	Pass	-	M
04-08	1124	Swerve, runway departure during takeoff	N41WH	CO	TO	Pass	-	M
04-10	NA-265	Nose gear collapse ldg. Hyd. malf/failure	N71460	VA	Ldg	Pass	-	M
05-21	CE-550	Crash during landing,no other information	5N-AMR	Nigeria	Ldg	Pass	2	D
06-17	G-II	Hit mountainous terrain during approach	N204RC	Venez.	App	Pass	4	D
06-29	G-IV	Severe convective activity, dual eng.loss	5N-FGP	Nigeria	Cru	Pass	-	M
07-02	L-23	Ran off runway end during landing	N500FM	TN	Ldg	Crgo	-	S
07-23	L-23	Crash off departure end of rwy.during TO.	N959SC	MI	TO	Pass	3	D
09-04	G-II	Crash during descent for ldg., Malaysia	N204C	Malaysia	Desc	Pass	13	D
09-14	DA-20C	High fast app.delay go-around,hit trees	I-NLAE	Italy	Ldg	Pass	1	D

Information is based on preliminary reports and is subject to change as investigation continues.

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1991 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-11	BE-90F	Pwr.loss init.clb.,following eng.change	N311DS	TX	Clb	Ferry	-	S
01-11	BE-200	Hard landing in IMC, icing conditions	N200MR	MO	Ldg	EMS	-	S
01-14	BE-200	Fuel exhaustion, off airport landing	G-VPLC	U.K.	Ldg	Pass	-	S
01-30	BE-200	Hit snowbank on rwy side.IMC,low vis.app.	N30SE	PA	Ldg	Pass	-	S
02-01	BE-200	Engine cowl separation in flight	N5584M	IN	Desc	Pass	-	M
02-22	MU-2	Crash following steep turn on takeoff	N274MA	OK	TO	Test	3	D
03-13	BE-200	Rt. main gear collapsed during landing	G-SWFT	U.K.	Ldg	Pass	-	S
03-30	PA-31T	Nose gear collapsed landing	N308SC	AK	Ldg	Pass	-	S
05-04	BE-90F	Nose gear collapsed landing	N208RC	FL	Ldg	Pass	-	S
05-07	MU-2	Mid air during attempted night formation	N106MA	TX	Clb	Ferry	1	D
05-21	MU-2	Crash, circumstances unknown	F-GDHS	France	App	Pass	3	D
05-23	AC-690C	Partial flap sys. failure on approach	N81TR	CO	App	Ferry	-	N
06-17	BE-90	Gear up landing	N819P	WA	Ldg	Ferry	-	S
06-23	SA-227TT	Veered right landing, nose gear collapse	N13JV	MS	Ldg	Ferry	-	S
06-28	MU-2	Near miss at night on approach, hit water	N2CJ	CA	App	Pass	4	D
07-20	BE-90B	Parachute shrouds jammed in stabilizer	N9HW	OH	Maneu	Other	-	S
07-20	BE-200	Cowling door separated in flight	N770M	WI	Cru	Pass	-	M
09-08	MU-2K	Crash during TO, possible engine loss	N321ST	Cda	TO	Pass	3	D
09-20	MU-2B	Landed in field short of runway	N750QQ	OK	Ldg	Pass	-	M

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